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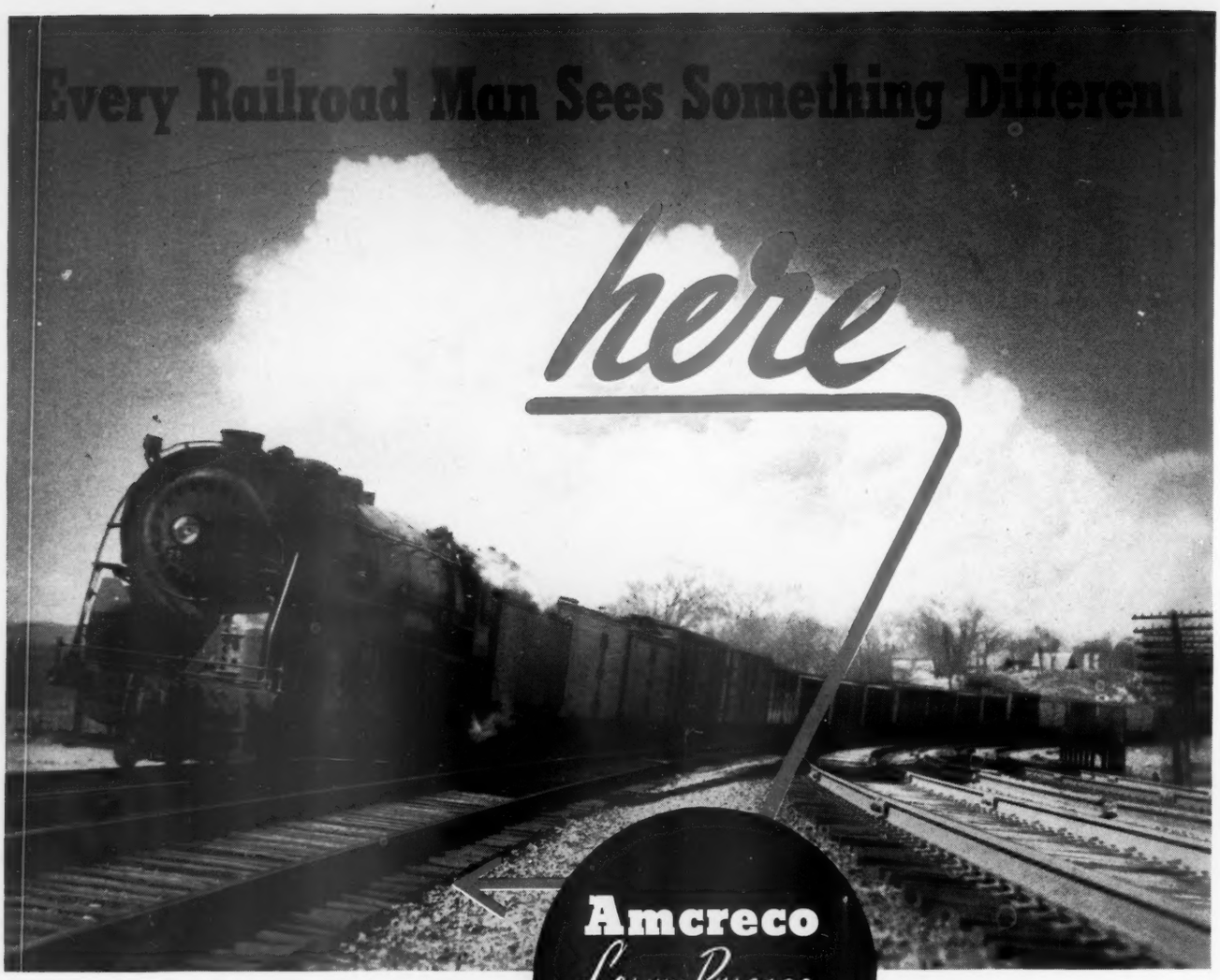

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RAILWAY AGE

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The Pennsylvania Railroad

Expedites Branch Line Operations . . .

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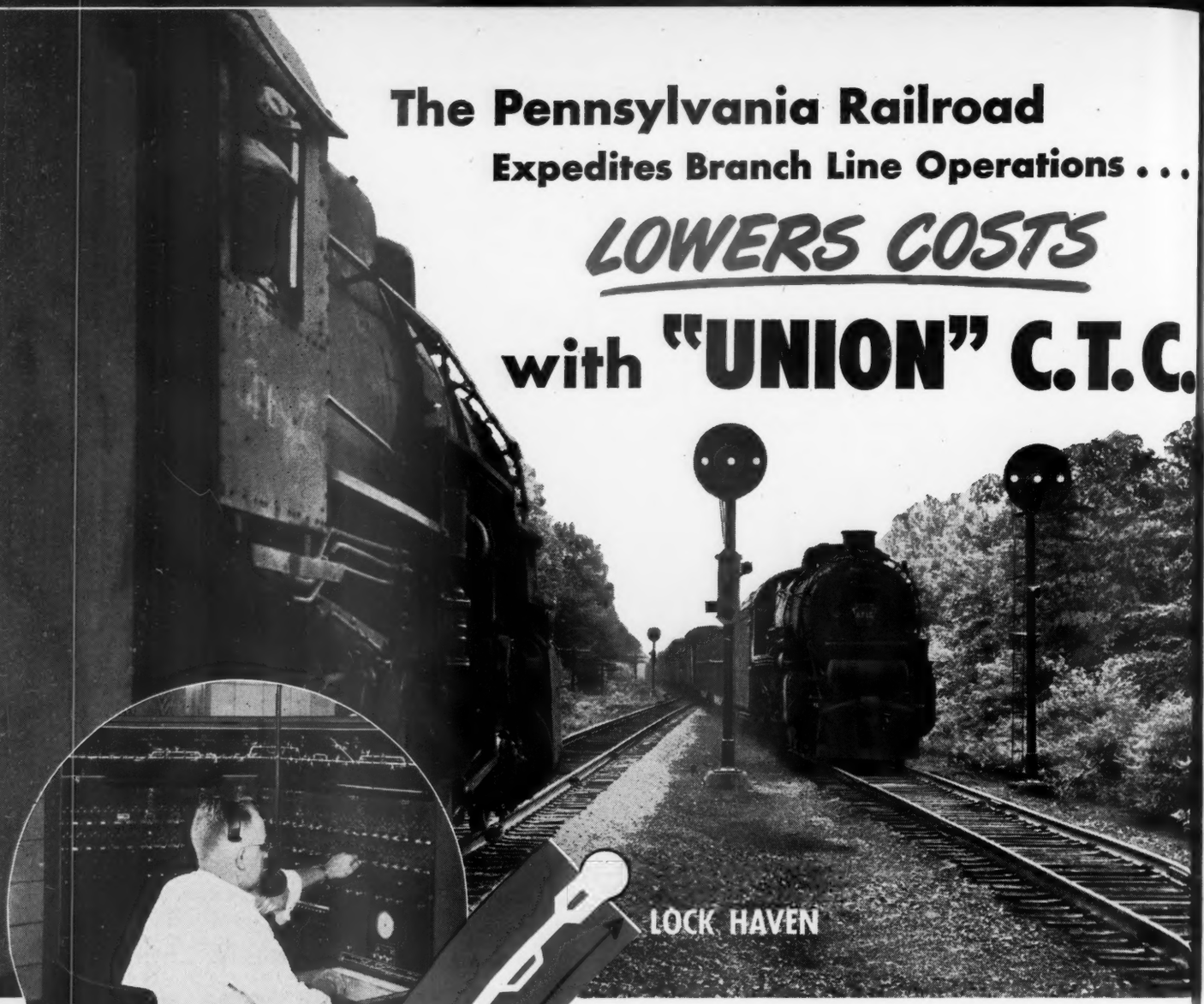
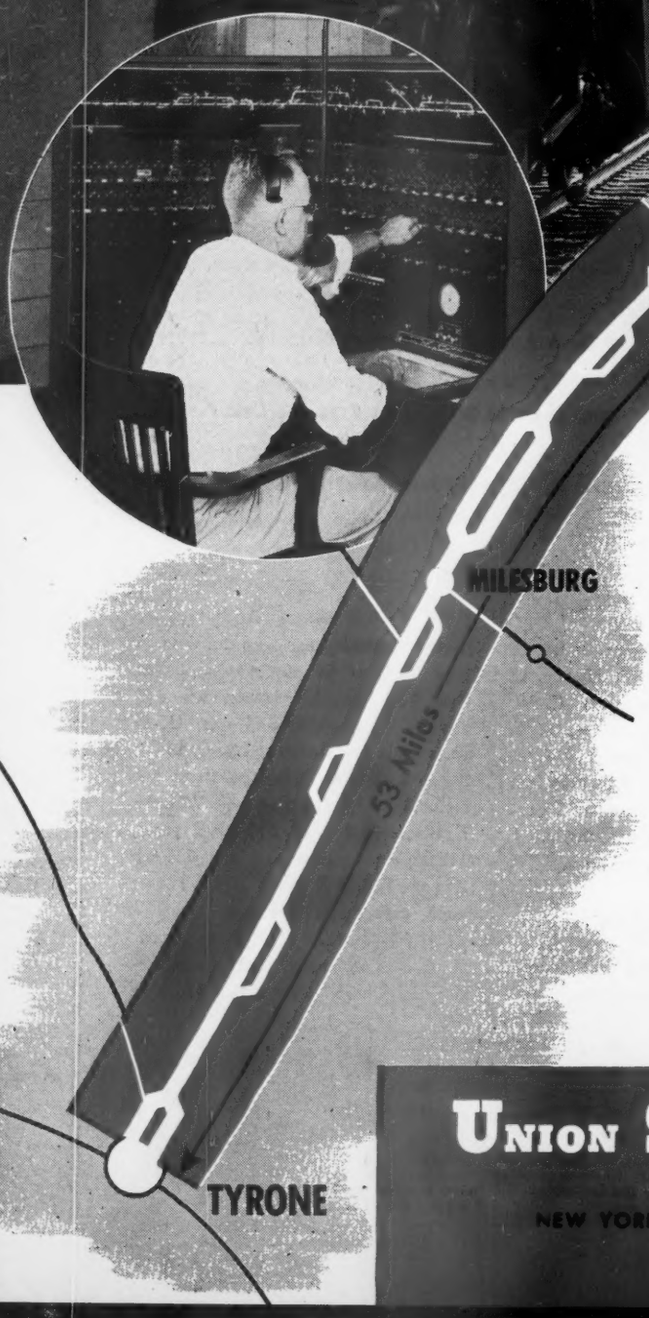
with "UNION" C.T.C.





The Pennsylvania Railroad's line between Tyrone, Pa. and Lock Haven, 53 miles, is an important branch . . . and with the help of "Union" C.T.C., operations are carried on with efficiency comparable to that of a first class mainline.

Before C.T.C. was installed, the P.R.R. was handicapped in handling traffic consisting of heavy coal trains eastbound —returning trains with empties westbound—interspersed with arranged service freights. Immediately after "Union" C.T.C. was installed the average road time per freight train was reduced 59 minutes westbound and 36 minutes eastbound. Average speed of freight trains was increased 4.0 m.p.h. westbound and 2.8 m.p.h. eastbound.

These savings in train time were attained by the more effective and efficient train handling made possible by "Union" C.T.C. . . . not by increasing top train speeds. As a result, operating costs were reduced substantially.

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WEEK AT A GLANCE

IT COULD BE A HAPPY NEW YEAR: Our leading editorial, on page 25, is largely a comment on the report on federal transportation policies recently submitted to the President by Commerce Secretary Sawyer. It is, the editorial declares, "a new and encouraging experience" for railroad men to see Administration leaders calling for payments from users of government-provided transportation facilities. But it is somewhat discouraging to find such lack of understanding as is shown in the report of the railroads' need for equality of regulation with their subsidized competitors. The answer to that lack of understanding may lie, the editorial suggests, in the failure of railroad men themselves to agree on what is needed—some want less regulation of railroads, while others think additional regulation of other forms of transportation would better serve the public. There is no such unanimity of opinion in regard to regulation as has marked the railroads' consistent and persistent attack upon the evils and inequities of subsidization. Nevertheless, if the railroads take courage—as they well can—from the degree of understanding they have won, and intensify their efforts on the problem of regulation, then 1950 could conceivably become the happiest New Year the railroads have known in a long, long time.

CAPITAL OUTLAY—$1,285 MILLION: Gross capital expenditures of Class I railroads in 1949 will approximate $1,285 million—1.5 per cent more than in 1948—according to the latest "Monthly Comment" of the I.C.C.'s Bureau of Transport Economics and Statistics, which is reviewed on page 34. Another article in the "Comment" shows that the 40-hr. week for non-operating employees has raised the average straight-time compensation of such employees to $1.489 per hour; while still other articles deal with coverage of fixed charges, utilization of passenger cars and freight commodity statistics.

FULLY DIESELIZED: At Columbus, Miss., on last October 15, the G.M.&O. substituted a Diesel locomotive for a steam locomotive at the head of a local freight train. That event, pictured on page 36, marked the complete Dieselization of the Gulf, Mobile & Ohio-Alton, and gave to that system the distinction of being the first "large" railroad (with annual revenues of $50 million or more) to be completely Dieselized as to all regular service. The picture referred to is one of several illustrations in an article beginning on the same page, which reviews the economic factors which lead to the change, the problems encountered in making it, and the disposition of the road's steam locomotives and the facilities used in servicing and maintaining them.

PRESIDENTIAL CHANGES: As reported in last week's *Railway Age*, H. C. Grout will retire on January 1 from the presidency of the Minneapolis, St. Paul & Sault Ste. Marie, to be succeeded in that post by G. Allan MacNamara, now traffic vice-president of the Canadian Pacific. The business backgrounds of both men are reviewed in the feature article on page 41. This week's News pages record the election to the presidency of the New York, New Haven & Hartford of Frederic C. Dumaine, Sr., 83-year-old chairman of the road's board of directors. As president, Mr. Dumaine succeeds Laurence F. Whittemore, whose resignation to accept an important position in the paper industry was noted two weeks ago.

FOR FASTER COAL DELIVERY: Starting on page 28 is an illustrated description of new coal-handling facilities recently installed by the Baltimore & Ohio at Howland Hook, Staten Island, N. Y. Designed to facilitate transfer of coal from cars to barges, the new equipment can handle up to 128 cars in an eight-hour day.

BRIGHTER PROSPECTS: On top of last week's reports of some of 1949's largest freight car and locomotive orders, this week's equipment news adds up to the most cheerful in some time. Authorization by the Louisville & Nashville of $11,000,000 for 500 box cars and 52 Diesel-electric locomotives; a Northern Pacific decision to build 550 freight cars, and New Haven approval of $800,000 for new rail and $650,000 for Diesel locomotive repair were some of the high spots. An optimistic year-end statement by S. M. Felton, president of the American Railway Car Institute, summarized in the News columns, lends added credence to the belief that at least a moderate resurgence of railway equipment buying may be at hand.

WHO WILL CONTROL RATE BUREAUS? Who will "control and regulate" rate bureaus set up under the Bulwinkle-Reed Act—the I.C.C. or the Justice Department? That, according to R. V. Fletcher, special counsel for the A.A.R., is the real issue behind the department's apparent opposition to that act. Judge Fletcher made that point in a brief filed with the House Judiciary subcommittee which is investigating monopoly power, in which he also suggested that the department's attitude was inconsistent, and based "upon lack of accurate information." For details, see News section, page 44.

42,000,000 MILES WITHOUT A HOT BOX: Even granting the existence of some favorable factors not found in ordinary interchange traffic, the New York Central's "Pacemaker" freight service record of 42,000,000 car-miles without a single hot box is still a noteworthy achievement. On November 10, F. K. Mitchell, N.Y.C. manager equipment, told the Pacific Railway Club some of the reasons behind this record, and made a number of specific recommendations for both immediate and long-range action to solve the industry-old hot box problem. As an important contribution to the solution of that problem, his paper is abstracted on page 32.

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It Could Be a Really Happy New Year

With Commerce Secretary Sawyer expressing himself as unequivocally as he did in his report to the President (reviewed in our last week's issue) on the subject of the inequality of government aid to the various agencies of transportation, who would now contend that the prolonged effort of the railroads to draw attention to the inequity and public disadvantage in this situation has been wasted or unavailing? Similar conclusions are reached in the Brookings Institution report, "National Transportation Policy," (reviewed in the October 29 issue of this paper). It has taken a long time to gain recognition and admission in disinterested quarters of this crucial cause of so large a part of the railroad industry's difficulties during the past two decades—and it will doubtless still take some time to apply the remedies that the malady calls for. Nevertheless, it is a new and encouraging experience to witness top-level Administration leaders and independent economic researchers call for *quid pro quo* payments from users of government-provided transportation facilities. Friends of the railroads who are not stimulated to still greater efforts for corrective action by such statements must be faint-hearted indeed.

When the folly of national prohibition once began to be publicly admitted in similar official and semi-official quarters, the strength of public opinion favoring a change rapidly became cumulative—because a lot of people had been thinking that way for a long time but just did not dare admit it. Once the demonstration was made that the truth could be told without unpleasant consequences, the truth became quite suddenly popular and the whole sorry farce was quickly terminated. It could turn out just that way with the profligate billion-dollar doles by government to politically favored shippers— so inconsistent with the professed adherence to private enterprise on the part of the recipients of these doles and their opposition to socialism.

The Problem of Equal Regulation

The excessive expenditure of tax funds in behalf of agencies of transportation competitive with the railroads accounts, however, for only a part of the railroads' troubles. Most of the rest of them have their source in excessive regulation and in the entire absence of really effective regulation of other agencies of transportation. That is to say, no other agency of transportation is required to accept all the traffic offered—"the empty containers, the lampshades and the canoes"; and no other agency is held so rigidly to "non-discriminatory" rate-making as the railroads are. Secretary Sawyer, for all his heartening understanding of the evils of unequal "government aid" to rival agencies of transportation, reveals little or no comprehension of the fact that inequality of regulation is quite as detrimental to

economic conditions in transportation as an unequal degree of self-support.

It is, perhaps, not very strange that public officials and independent students are slow in understanding the evils of an uneven degree of regulation throughout the transportation industry when there is so little meeting of minds, even, among railroad men themselves on this question. Some of them appear to believe that the proper solution, in the public interest, is to regulate all transportation as the railroads are regulated. Others, among them the retiring president of the New Haven, L. F. Whittemore, would prefer to see regulation largely eliminated from all agencies —contending that small excuse exists for much regulation in such a highly competitive business as transportation has now become. Whatever the correct solution of this problem may be, it is bound to come much faster if railroad men can agree among themselves as to what the right answer may be—and proceed to publicize this solution. There is always an advantage in organization procedure in having a well-defined goal in view and in choosing means of attaining it which are compatible with the desired end.

As a case in point—a couple of years ago the late secretary of defense, James Forrestal, told privately of a conversation he had had with a statesman from one of the new countries recently organized in the Orient. His visitor, like many who have arrived from overseas in recent years, had journeyed to Washington seeking American aid for his country's backward and socialized industries. What the visitor wanted was not money alone, but modern machinery and technological information as well. What he asked for, as Mr. Forrestal pointed out to him, was the fruits of American economic progress—that is, advanced designs of the tools of production and the skill to operate them. What he did *not* want to take back home from America was the freedom of individual economic initiative which made this country a place where an exportable surplus of technological products and skill can be produced.

Means Must Be Compatible with End

Mr. Forrestal's point was that a nation should decide upon its goal and then see to it that its statecraft is compatible with the end it hopes to achieve. If material well-being of the population is the aim, then the sensible course is the adoption of the means which experience has shown will produce that result. If, on the other hand, the state's primary objective is a population living close to nature, abjuring all striving for gain—with every man spinning his own yarn and weaving his own clothes, raising his own food and doing his own doctoring—then why send delegations to these shores seeking to carry away the products which are ascribable to a way of life which the visiting mendicants hold in the greatest contempt?

The adoption of means to achieve a goal which are compatible with the goal itself is a principle applicable, not only to statecraft, but to all cooperative endeavor. If this nation's goal for transportation is the promotion of maximum economy in the expenditure of labor and materials, and the avoidance of socialization—then the means adopted to attain that goal must certainly include (1) substantial equality as to regulation and self-support among the competing agencies and (2) lifting the burdens of taxation and regulation from the industry whenever it appears that these are proving a hindrance to the securing of necessary investment capital from private sources.

If the railroads will take courage, as they are entitled to, from their recent important achievements in securing understanding in influential quarters of the inequitable situation as to subsidies in transportation; and will press forward in their efforts to obtain remedial action, not alone on this question, but upon that of inequitable regulation as well—then this season's greeting of "Happy New Year" may take on a significance for railroading which it has not had in many a long year.

"SUPER VISION FOR SUPERVISION"

"Strong backs and weak minds"—the time-honored qualification for the type of laborers employed by the railroads for track work—has been discarded. Today, that traditional type of labor force has given place to keener minds and more and better machines. Shorter hours and sharply increased rates of pay have forced the change—but it is not yet complete. The question arises, as modern machines are introduced, whether sufficient attention is always given to manning the new machinery with the quality of mental equipment needed to make its use most effective. Since mind is dominant over matter—or machines—any out-of-balance can lead only to inefficient or lost man-hours, defeating in part the purpose for which large equipment expenditures are made.

It must be admitted that, in some places, the machines provided have outpaced the brains available to operate and maintain them. The question may well be asked whether the railroads which have provided modern machinery have given adequate attention to increased supervision, and to the more intensive training of supervision required to insure maximum returns from the capital outlay. Some managements are giving proper attention to this situation, but others are actually thinning out their already heavily burdened supervision by increasing supervisors' territories and responsibilities. Only a

few have initiated or accelerated courses of training to increase the quality of supervision. The results are certain to be unfavorable, especially if morale is lowered by the new conditions.

What is needed under the "new order" in the maintenance-of-way department is what Harvey Marmaduke, executive representative of the Illinois Central, calls "Super Vision for Supervision"—that is, superior vision in the planning and execution of work, superior vision in dealing with those in the ranks, and superior vision in understanding overall company problems and policies.

This problem can be solved; it has been solved in many other industries, and on some railroads. To those railroads which solve it most effectively will go the greater rewards—in improved quality of work, in increased production and lower costs, and in better all-around employee relations.

WHERE SOME BIG MONEY CAN BE SAVED

There will doubtless be an inclination to attribute the employment of steam power on the new "Powhatan Arrow" streamliner of the Norfolk & Western (described in our December 10 issue) to the fact that the N. & W. is a coal-carrying railroad. While this consideration probably entered into the selection of the type of motive power, it is nevertheless true that outstanding performance at an extremely low maintenance cost has been attained by the N. & W. with its steam locomotives.

The N. & W.'s accomplishments in this direction are important even to those railroads which plan either complete or extensive Dieselization in the future—for the simple reason that, at the present replacement ratios of Diesels to steamers, and present Diesel production, it would take over a dozen years to replace all steam locomotives with Diesel-electrics, assuming that such a course were desirable. With the steam locomotive thus destined to remain with us for at least twelve years, would it not pay to attain maintenance costs for this power comparable to the 20 cents a mile which the N. & W. achieves for its heavy 5,300-drawbar-horsepower 4-8-4's?

Consider what these savings can amount to. With steam locomotives making some 500 million miles annually, a saving of 50 cents per mile in maintenance cost (which is conservative) would amount annually to seven times what the Eastern roads estimate their latest passenger fare increase will yield; and very nearly as much as the latest general freight rate increase will produce. Savings in maintenance cost have the advantage of not tending to divert traffic to other forms of transportation, as rate increases do. Rather, improved power conditions resulting from better maintenance should help to hold and attract traffic.

Money saved on work done by steam locomotives is just as useful for paying bills and dividends as that saved by Diesel power. It is just as useful, regardless of whether the steam power involved is going to be replaced eventually by Diesels. While it will cost money in most cases to make the saving, the investment can be returned on most roads in less time than the prospective continued operation of the steam locomotives. This is shown by the experience of the Chicago & North Western in modernizing a group of 20-year-old 4-8-4's. The cost of the program was saved in less than three years in reduced maintenance costs alone. Over and above this saving, a 20 per cent saving in fuel was realized, and the availability of the locomotives was increased to 89.2 per cent.

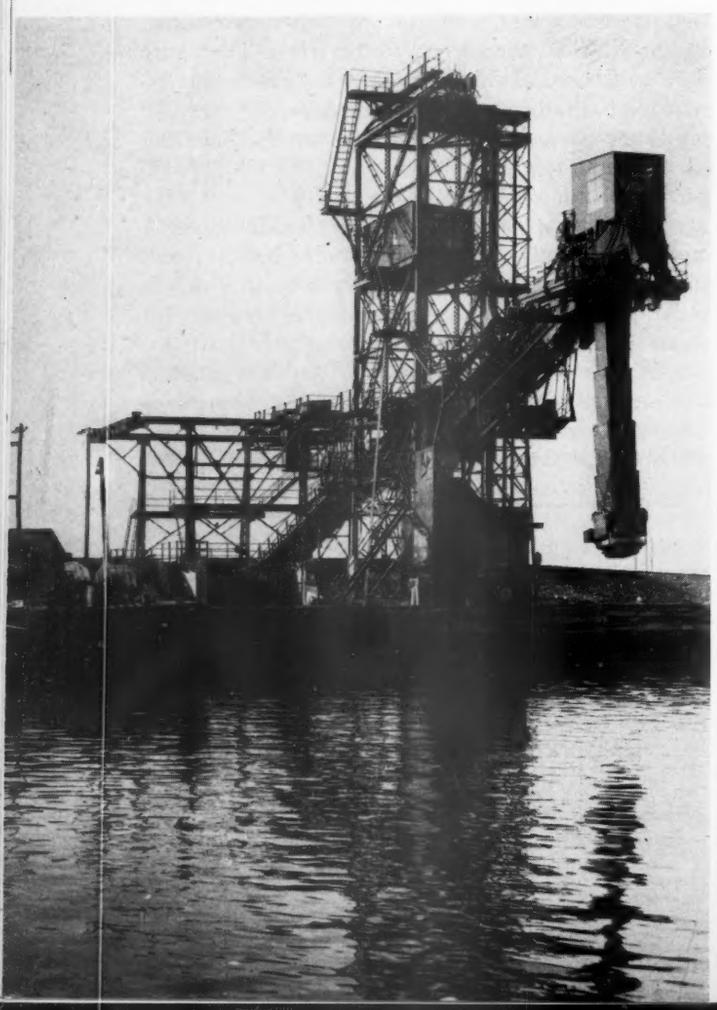
And what about fuel, on which the railroads spend over a million dollars a day? The modernized North Western locomotives showed fuel consumption as low as 66.4 lb. per 1,000 g.t.m. The Louisville & Nashville has cut its fuel bill a million dolars a year by a combination of modern power and screened coal. Sized coal on the N. & W. showed a reduction in consumption of 13½ per cent. There is still a lot of room for saving money in steam operation.

The results possible from a carefully integrated program of improving the locomotive itself, the shops and enginehouses in which it is maintained, and the fuel which it burns, are probably better exemplified by the N. & W. than by any other road. The entire fleet of Class J's which handle the "Powhatan Arrow" and all other main-line trains average over 500 miles per locomotive per day, despite the handicap of operating over a comparatively short hilly railroad with a good portion of the total passenger mileage over a run only 212 miles long. The Class A freight locomotives exceed 200 miles per day and turn in a performance in g.t.m. per hour which is some four times that of the national average for steam locomotives. Both types of power have extremely low maintenance cost. Performance equaling this, or approaching it, could save most other roads large sums of money now, regardless of how extensively they intend to Dieselize in the future.

The Chicago, Milwaukee, St. Paul & Pacific was informed that its depot at Norwood, Minn., should be equipped with a drinking fountain, the request coming from a member of the state railroad and warehouse commission. C. H. Buford, president of the road, replied: "We have no request from anyone for that facility and as the passenger business there has almost reached the vanishing point, there seems but little need for a fountain." Mr. Buford revealed that passenger business at the Norwood depot for the first seven months of 1949, including two months the buses were not running because of a strike, averaged $3.98 per month.

—*From the Belle Plaine (Minn.) Herald*

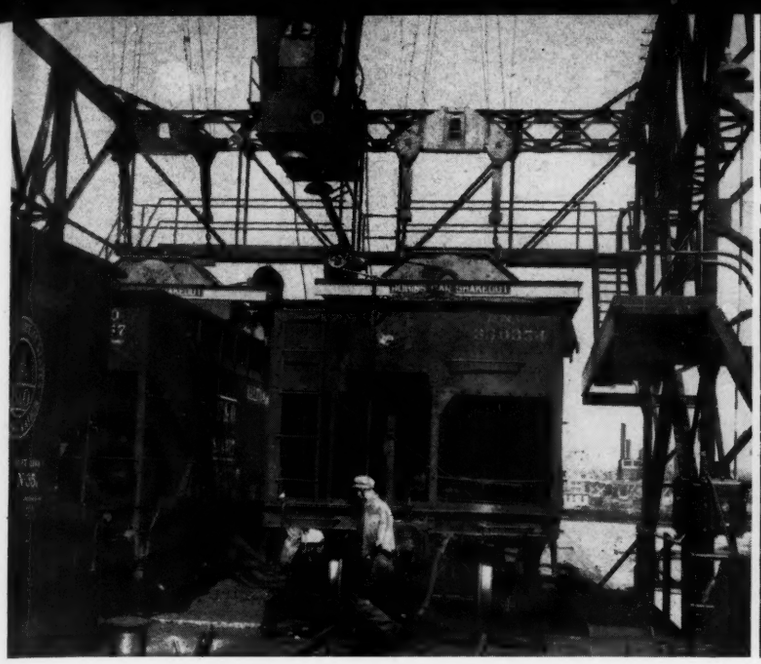
Above—The unloading tower and tracks are at the left, the loading tower and chute at the right, with the coal conveyor connecting them. Below—The telescoping chute at the end of the boom may be adjusted to any desired height by an operator in the cab directly above



Delivery of coal consigned to water-front industries or utility plants in the New York harbor area has been greatly speeded up by the Baltimore & Ohio with the aid of a modern coal-dumping and barge-loading facility recently placed in service at Howland Hook, Staten Island, N. Y. Its completion enables the B. & O. to make a stronger bid for coal traffic of this type and is expected to result in considerably increased business for the road. In addition to local coal traffic, some coal handled at the new transfer is moved via barges to points in New England.

The new installation performs work formerly done at a high-level timber pier at St. George, S. I., which has proved inadequate. The new facility, which cost in excess of $400,000, involves two elevated tracks on which hopper cars are unloaded through their pockets; two Robbins car shakeouts, to hasten the unloading process; an inclined apron conveyor and loading chute for transferring coal from large hoppers beneath the unloading tracks to barges; and yards for loaded and empty cars.

Howland Hook is on the lines of the Staten Island Rapid Transit, a subsidiary of the B. & O. Coal moving to this point comes from mines on the B. & O. in West Virginia and arrives over lines of the Reading and the Central of New Jersey, on both of which the B. & O. has trackage rights. All traffic for Staten Island leaves the main line of the Jersey Central at Cranford Jct., N. J., where it crosses a drawbridge over the Arthur Kill, a channel which separates the west side of Staten Island from the New Jersey mainland.



Left—Car shakeouts cause the coal to run freely from the car pockets. The operator's position in a cab above and between the two tracks enables him to watch the unloading and to detect the need for moving the shakeout to another point on a car. Right—This inclined conveyor, 54 in. wide and 120 ft. long, transfers the coal from the unloading points to the loading tower

B. & O. Speeds Coal Delivery in New York

Rapid transfer from cars to barges made possible by new facility at Howland Hook, Staten Island, which can handle up to 128 cars in an eight-hour day

The principal units of the facility are two steel towers and an inclined apron conveyor. The towers are 103 ft. apart—one being at the car unloading point, while the other is near the edge of a new slip where the barges are loaded.

The unloading tower is approximately 38 ft. high and supports the two unloading tracks, 10 ft. 6 in. above the ground, the two car shakeouts, and—in winter months—a pair of car-cleaner plates, the use of which will be explained later. The other tower, which is 76 ft. high, supports a 71-ft. boom, containing its own apron conveyor, to which is attached, at the outer end, a telescopic loading chute. Rigging and electric motors for moving the boom are also located in this tower.

The inclined conveyor, which is 54 in. wide and 120 ft. long, serves to transfer coal from the hoppers beneath the unloading tracks to the conveyor on the loading boom. Electrically operated, this conveyor slopes upward at an angle of 18 deg.

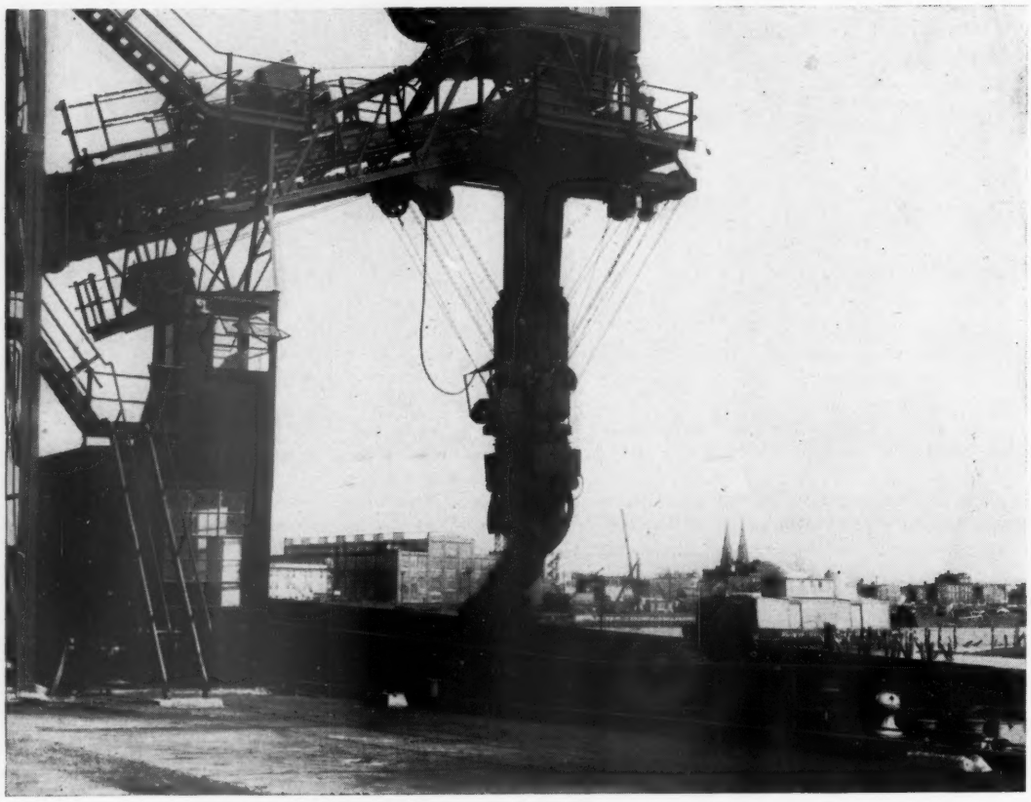
The loaded yard and empty yard are located to the south of the unloading tower. The loaded yard—four tracks, in line with the tower, with a total capacity of 50 cars—slopes toward the unloading point on a descending grade of 1 per cent. Cars are spotted in the yard with their brakes set and are brought to the unloading point by using a car puller. The arrangement of turnouts at the lower end of the yard is such that one unloading track may be served from three of the four yard tracks, while the other unloading track is served by only two yard tracks.

Car Shakeouts Used

As soon as a car is spotted at the unloading point of either track, the car shakeout serving the track is lowered into position engaging the top of the car sides, and is set in operation. Briefly, this unit consists of a heavy horizontal steel frame on which is placed an eccentrically-mounted flywheel, driven by an electric motor through V-belts. The eccentric motion of the flywheel causes the frame—and the car—to vibrate with considerable force and rapidity, shaking the coal loose and causing it to run freely from the pockets.

The car shakeouts are supported by cables from small overhead cranes operating on tracks at the top of the unloading tower. They may be spotted at any point along the length of a car, as desired by the operator stationed in an enclosed cab above and between the unloading tracks.

From three to five minutes are required to complete the unloading cycle if the coal is not frozen, depending on the size of the car and the grade of coal. In ex-



Loading a barge, using the chute gate to direct the flow of coal

tremely cold weather the shakeouts are supplemented by heavy car cleaner plates, also operated from the overhead cranes.

These plates—one for each unloading track—are notched to accommodate the center sills of hopper cars and are equipped with spring snubbers. Weighing 8,000 lb., each plate is dropped repeatedly into cars of frozen coal, as necessary, to break up the mass of coal so it will run from the pockets.

The coal falls from the cars into large metal hoppers, one beneath each track. A feeding mechanism then moves it to the main inclined conveyor, which discharges onto the conveyor on the boom of the loading tower. The boom conveyor, in turn, discharges into the telescoping chute. The boom, when in operation, may be raised through an angle of 12 deg. and may be moved in or out as much as 15 ft. When not in operation, the boom can be raised to clear vessels moving along the dock.

Chute Gate and Trimmer

The length of the telescoping chute may be changed readily to suit the depth of the barge or other vessel being loaded. The chute operator is located in a cab at the outer end of the boom. He also controls a discharge gate at the bottom of the chute, which can drop the coal vertically or cast it out at an angle, and which can be rotated horizontally through 180 deg. The gate may be interchanged with a belt trimmer, also rotated through 180 deg., to lay the coal down in remote locations in the vessels with minimum tendency to degrade it as loaded.

After being unloaded, an empty car on either unloading track is shoved from the unloading tower by the next loaded car as it is spotted. The empty car moves down an incline to a kickback trestle, and, on being reversed, moves by gravity into a two-track empty yard of 56-car capacity. As the supply of loaded cars dwindles, a call is made on the main yard nearby for additional cars.

The new slip at Howland Hook is 825 ft. long and 300 ft. wide, and has been dredged to a depth sufficient to accommodate vessels of the Victory type. The bulkhead along the slip is of concrete, faced with a treated-timber fender system. A timber tie-up dock for loaded and empty barges has been provided on the east side of the slip.

After empty barges have been maneuvered into position and moored, dock men take over to handle them while loading is underway. Aided by power capstans, these men move the barges in either direction so that even loading will result.

Under A. C. Clarke, chief engineer of the B. & O., the facility was designed by C. E. Sloan, engineer of bridges, and constructed under the general direction of J. W. Jones, regional engineer, all of Baltimore. The coal-handling equipment was furnished and erected by the R. W. Kaltenbach Corporation, Cleveland, Ohio. A. Mitchell, Jr., was in charge of construction in the field, and G. B. Farlow, division engineer of the S.I.R.T., supervised the track work.

THE SPIRIT OF THE "DEAD-END KIDS"

Private enterprise in transportation is in grave danger. That concerns me, because I believe private enterprise in transportation is essential to private enterprise in production and in marketing.

Kipling evaluated your business in three words: "Transportation equals civilization." At first that may sound like poetic license. But it is my opinion that if we understand transportation to mean all kinds of transportation, Kipling was literally correct. All kinds of transportation include the transportation of passengers as well as of freight, and the transportation of information and ideas as well as of coal and iron. Thus broadly viewed, our transportation agencies include not only railroads, motor truckers, inland and coastal waterways, air lines and pipe lines, but also telephone companies, cable, radio and television companies, and electric power lines. With a few exceptions such as government-owned power lines, barge lines and city transit lines, all those various transportation agencies are still in private hands. Why, then, should we worry?

Because our legislators and our bureaucrats are still acting as if transportation were a monopoly to be curbed in the public interest instead of recognizing the obvious fact that it has become highly, even viciously, competitive.

Actually you know that if coal is burned at the mine to produce electric energy for a town 50 miles away a transportation job is being done just as surely as though the coal were being hauled 50 miles to the town before being transformed into electric energy. You know that the messages that go by telephone represent transportation just as much as those that go by mail, and that the news pictures you see on your television set represent transportation just as much as those brought to you in your daily newspaper, your weekly picture magazine, or your local movie theater. . . .

What worries me is that at a time when we face an organized effort to wipe free enterprise from the face of the earth, some of us may play into the hands of our common enemy by lashing out at each other instead of recognizing that the real cause of our distress is a combination of technological progress and political decadence. We must not fall into the error of the henpecked husband who bore his wife's upbraiding in silence, then walked out of the room and kicked hell out of the cat.

The first essential, it seems to me, is to adopt throughout your industry the spirit of the "dead end kids." Compete as hard as you want to, but never, never invite outside interference except to punish those who break the rules. If such interference comes without an invitation, as it has and will, join forces to throw it out. Don't be shortsighted enough to rejoice when the government imposes a competitive disadvantage on one of your rivals. You and I know that there are some selfish interests (and I'm not thinking of the same people Mr. Truman has in mind) who would like to see the government take over the railroads. Every time any transportation agency appeals to government for help in its competitive struggle with other transportation media, it plays into the hands of those who would make governmental bureaus of all transportation agencies. It is a dangerous fallacy that if the government aids one form of transportation it should aid all forms of transportation to be "fair." Two wrongs don't make a right, never did, and never will. The fact that some transportation media benefit incidentally as a result of government action taken for other reasons is no more ground for demanding similar benefits for all transportation media than is any other windfall in any other industry. Should railroads and trucks be subsidized to compete with inland waterways improved at government expense primarily to prevent floods? Should railroads and water lines be subsidized to compete with trucks rolling over highways built to serve the convenience of tens of millions of private automobile owners? Should trucks and water lines be subsidized to compete with those few fortunate railroads which have struck oil on their right of way? Should all three be subsidized to compete with pipe lines, with air lines, with power lines, with the telephone and television and other new forms of transportation not yet dreamed of?

I don't know enough about transportation to say or even to imply that the answer to all those questions should be "No." I do say that if your answer is "Yes," you are encouraging the government-do-everything camel to put his nose into your private-enterprise tent, and there won't be room for you both. But how about the other approach—that is, instead of trying to get subsidies for yourselves, trying to have the government place new burdens on your competitors to equalize those you are carrying? I know that misery loves company, but I also know that every new tax burden imposed on one industry becomes a precedent for imposing a still bigger one on the next.

If we hope to preserve the free enterprise system, we must accept the fact that competition that is always comfortable for all competitors is not competition, and if it is not competition it cannot long remain free. It is a striking commentary on the strange times in which we live that a nation which has so many men willing to risk their lives on the battlefield to preserve our way of life have so few willing to risk their livelihood for a principle — the principle on which that way of life is founded. Unless a businessman is ready to accept the consequences of competition up to and including the limitation of his business, he is not a true free enterpriser, but merely an opportunist on a free enterprise bandwagon. As such he's not worth a damn when it comes to fighting off the Totalitarian Redskins.

The function of the price system is to encourage the production of those goods and services that people want, and to discourage those for which people no longer have any use. If any of us happen to be in a business that no longer would be missed, we know how it hurts. . . . It has been well said that progress is measured by the amount of obsolescence a nation will tolerate. Progress is a form of competition, offtimes the most painful form for those engaged in the competition but always the most beneficial in the long run.

In a very real sense your industry is the keystone of the free enterprise arch. If you fall, the rest of us are not likely to stand long. Freedom is indivisible, as even a monkey with only 25 per cent of his paws in a trap well knows. Compete, yes, as hard as you can, but beware of asking the government to help you or to handicap your competitors. . . . If we are smart enough not to fall for the oldest "skin game" known to man — and that is not very smart — we can save free enterprise here, and fan into new life the flickering flame of freedom throughout the world.

From an address by Thomas W. Phelps, assistant to the chairman of the board of directors, Socony-Vacuum Oil Company, at the forum luncheon of the Traffic Club of New York, November 16.

42 Million Miles Between Hot Boxes

"Pacemaker" statistics on journal heatings in overnight freight service reveal low incidence of failure for special trucks

By F. K. MITCHELL
Manager Equipment, New York Central System

The problem of [hot boxes] is one of the oldest. It has been with us throughout the history of railroading. The efforts put upon its solution should long ago have produced a satisfactory answer, yet no such results can be claimed. Our efforts, unfortunately, have been sporadic and often uncoordinated. The results show it—we still have far too many journal heatings, train delays and disastrous wrecks because of our dilatory and superficial approach to the subject.

I have hopes that the revived interest in this subject which is now taking hold of the railroad and supply people is foretelling a satisfactory answer to the problem in the not too distant future, and a tremendous improvement in the near future.

I am confident that Gustaf Metzman, president of the New York Central, struck the rekindling spark when he addressed the Mechanical Division of the Association of American Railroads at its annual meeting last June. He then, in no uncertain terms, charged us with the responsibility of arriving at the solution of the problem without delay. There is evidence throughout the country that railroad and railroad supply men have accepted the challenge.

You read, in the October 29, 1949, issue of *Railway Age*, the papers of two bearing manufacturers relating to the place of solid and roller bearings in the railroad field. Both of the authors have contributed much research and engineering effort to the problem of journal bearings and bearing lubrication. You are familiar with the work of the A.A.R. Lubrication Committee and the research it is carrying on in the field and at the laboratory in Indianapolis, Ind. The test department of the Santa Fe has produced [a set of motion pictures which] are a fine contribution to our problem. By an ingenious and clever use of a special motion picture camera, they have recorded what actually happens within the journal box of a freight car when subjected to repeated impact.

Heretofore, railroad men have suspected what happened and have seen the results. These pictures let you see for the first time what actually does happen. That knowledge will be a big factor in our efforts to keep it from happening, and in the ultimate solution of the problem we are discussing. Every supply man, railroad mechanical man, transportation officer, engineman, trainman, car inspector, and oiler in the country should not only see these pictures but take to heart the lessons which they so clearly teach.

This article is an abstract of a paper presented at a meeting of the Pacific Railway Club, November 10, 1949, at San Francisco, Cal.

With the statement that the roller bearing, properly lubricated, is, in my opinion, the ultimate solution to the hot box problem in passenger service, and the railroads should go to that goal as quickly as possible regardless of cost, I shall pass on to the freight car lubrication and hot box problem.

In this field, the tremendous number of cars involved and the interchange situation would appear to demand an equally satisfactory solution without the prohibitive expense which roller bearings would entail. I am confident that this can be done. Perhaps our experience with one group of box cars may point the way.

"Pacemaker" box cars, New York Central series 174000-174999, were built in 1945. They are 40 ft. 6 in. long, 10 ft. high, 9 ft. 2 in. wide, all-steel box cars with standard A.A.R. underframe. The greater portion of these cars have A-3 ride control or Barber stabilized trucks. Twenty-five of them were equipped with Symington-Gould trucks.

The rated capacity of these cars is 100,000 lb., but one bolster spring has been removed from each spring nest and the capacity reduced to 50,000 lb. The average load carried by these cars in merchandise service is approximately 25,000 lb. Their light weight is 45,000 lb.

All cars are equipped with steel wheels, 5½-in. by 10-in. journals, and with friction bearings. The boxes are equipped with tight lids, deflector strips and packing retainer springs.

A total of 724 of these cars have been in "Pacemaker" service for the full period of time since built; 193 have been added from time to time since. There were in this service as of August 31, 1949, 917 such cars.

The records kept by the superintendent car service indicate the average miles per car per month made by those cars in "Pacemaker" service is 3,482. The total "Pacemaker" mileage on this basis up to the end of August, 1949, was approximately 115,000,000. In that time nine journal heatings were recorded, none of which occurred since October 5, 1948. From that date to the present time over 42,000,000 car-miles have been run without a journal heating.

The factors which no doubt affect the performance of these cars favorably are as follows:

(1) The bearing load is light. Based on 50,000 lb. reduced capacity, the journal load on a projected bearing area is 199.2 lb. per sq. in. Based on a normal average load of 25,000 lb., the journal load on a projected bearing area is 135.1 lb. per sq. in.

(2) These cars are assigned to service wholly on the New York Central Lines and are not used in interchange, therefore, they probably get closer attention than the average car receives.

(3) Their service so far has been such that, with but few exceptions, the journal diameter is still very close to the original 5½ in.

(4) All the cars are equipped with steel wheels.

(5) The type of truck used provides a maximum lateral and vertical shock reduction.

(6) The packing retainers.

(7) The type of box lids.

(8) The deflector strips.

(9) The cars are seldom in such service as to be handled over humps.

(10) Cars are protected with draft gears with rubber pads.

It will be noted that these "Pacemaker" cars have produced a record of approximately 42,000,000 car-miles without a hot box. This figure is comparable with that which can be expected from roller bearings even in passenger service and probably exceeds what could be expected from that type of bearing in general interchange freight service.

Recommendations for Immediate Action

To accomplish comparable results on all interchange freight cars and still use the solid type of bearing the following recommendations are submitted:

1. Install in every interchange freight car a packing retainer which will hold the packing in place under impact regardless of any movement of the wedge, bearing brass or other parts contained within the box.

2. Reduce the impact level by an active campaign over the entire country for smoother train handling, careful switching and better control of car speeds in yard and hump switching. (Here the Santa Fe journal box impact pictures will be of infinite help if widely distributed and wisely used.)

3. Every road should insist on better journal box servicing and better care of oil and packing to be sure of dirt and foreign matters being kept out of journals.

4. Get journal box lids and dust guards tight and use an acceptable method of keeping water and dirt out of journal boxes.

5. Give equally good attention to box roof and wedge contours. Too often the box roof or crown contour is overlooked, new wedges being applied to boxes badly worn in the roof area.

6. Get bad wheels out of service as rapidly as possible.

Recommendations for Long Range Action

1. Design journals and bearings to reduce the unit bearing pressures as far as practicable. This may mean using a 6-in. by 11-in. journal where we now use a 5½-in. by 10-in. "Pacemaker" car experience certainly indicates a necessity for steps in this direction.

2. Redesign axles and trucks to eliminate the collar and make possible the restoration of journals to their nominal diameter. Stop using 5½-in. brass on journals turned down to 5⅛-in. and thereby running journal unit pressures up to dangerous limits. Quit scrapping axles because the journals are worn down to condemning limits. Without the axle collar, any journal can easily and economically have a sleeve applied to restore the nominal journal diameter.

3. Design the underframe and draft gears to minimize impacts transmitted to journal boxes.

4. Program the renewal of the older trucks with those we know will not only give better lading protection but likewise afford better protection of journal bearings and box roofs.

5. Design truck sides and box roofs to better enable them to withstand vertical impact without roof distortion.

6. Intensify research on lubricating oils and waste so that we may use the minimum quantity of the best, instead of, as now is the case, using the maximum quantity of something which will pass.

7. Act now, don't wait for the other fellow to lead the way.

Sees 1949 Capital Outlays at $1,285 Million

Estimates reported in I.C.C. bureau's "Monthly Comment" indicate that year's expenditures of Class I roads will be 1.5 per cent above 1948 total — Analysis of September wage data shows that 40-hour week raised average straight-time compensation of "non-ops" to $1.489 per hour

This year's gross capital expenditures of Class I roads will total $1,285 million, an increase of 1.5 per cent above the $1,266 million spent in 1948, according to figures presented by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission in the latest issue of its "Monthly Comment." Among other articles in the issue is an analysis showing that the 40-hour week for non-operating employees, which became effective September 1, raised the average straight-time compensation of such employees to $1.489 per hour—more than 2 1/3 times the September, 1939, average of 63.3 cents.

The 1949 estimate of gross capital expenditures is based on reports of 133 Class I roads which made actual expenditures of $1,005 million in the first three quarters of this year, and estimates submitted by 129 of those roads which expected to make fourth-quarter expenditures totaling $280 million. The four roads which did not submit fourth-quarter estimates made expenditures totaling $6.9 million in the third quarter.

Expenditures for Equipment and Road

The breakdown of the estimated 1949 total indicates that $966.7 million will have been spent on equipment while expenditures for road will total $318.3 million. The former would be an increase of 5 per cent above the 1948 outlay for equipment, while the expenditures for road would be down 7.7 per cent.

Meanwhile, estimates submitted by 128 roads indicate that their expenditures during the first quarter of 1950 will total $200.6 million, a decrease of 41.4 per cent below the $342.6 million spent by all Class I roads during the first quarter of this year. The $200.6 million includes $139.9 million for equipment and $60.7 million for road, decreases of 48.5 per cent and 14.4 per cent, respectively, below this year's first-quarter figures for all Class I roads. The five roads which did not furnish estimates for the first quarter of 1950 made expenditures of $4.4 million for road and $3.6 million for equipment during this year's third quarter.

The analysis of the 40-hour week's effect shows that September's average straight-time compensation of $1.489 per hour represented an increase of 24.9 cents above the previous month's average of $1.24. The increase above September, 1948, was 30.6 cents, reflecting the 7 cents per hour wage increase (effective October 1, 1948) also obtained by the "non-ops," as well as the 40-hour week.

The "generally anticipated" increase in employment did not materialize with the establishment of the 40-hour week, the bureau notes. It points out, however, that "there were sharp declines in traffic volume in September coincident with labor difficulties in the coal fields, and there was also a strike on the Missouri Pacific." As of the middle of September, the Class I line-haul roads had 3 per cent fewer employees than in the preceding month, while the drop below September, 1948, was 13.7 per cent. The preliminary figures for mid-October show a still further drop—to a point 19 per cent below the total for the same 1948 month. The total payroll for September was $356,873,765 as compared with $391,808,886 for September, 1948, a decrease of 8.9 per cent.

Coverage of Fixed Charges

How the situation as to coverage of fixed charges by Class I line-haul roads has deteriorated during the past year is pointed up in another of the "Comment's" articles. The figures show that the $602.9 million of income available for fixed charges during this year's first nine months was 27.5 per cent less than the comparable total ($831.4 million) for the same 1948 period. Meanwhile, the total fixed charges dropped only 1.3 per cent—from $305.5 million to $301.4 million. Thus the ratio of available income to fixed charges dropped from 2.72 in the 1948 period to 2 in 1949. The latter is the composite of territorial ratios ranging from 1.37 in the Eastern district to 4.11 in the Pocahontas region.

Similar data for 37 large roads (those with operating revenues above $50 million in 1948) show that all such roads had lower coverage ratios in the first nine months of this year than in the comparable 1948 period. Excluding the Long Island, which reported deficits in both periods, the 1949 ratios ranged from 0.06 for the Chicago & North Western to 12.89 for the Norfolk & Western. The latter also topped the list for 1948, when the range was from its ratio of 21.2 to the Grand Trunk Western's 0.95. The latter and the Long Island were the only roads among the 37 which did not earn their fixed charges in either year. As noted above, a third road which failed to earn its charges in the 1949 period was the C. & N. W. which had a ratio of 5.03 for the 1948 period. Of the 37 roads, 23 had coverage ratios above 3 in the 1948 period as compared with only 11 roads in 1949.

Another article presents various data on railway passenger car use, showing the "decreasing intensity of utilization" as indicated by the "consistent decline in average occupancy since the war." The average occupancy of coaches in 1944 was 41 passengers, while pre-

liminary figures for the first 8 months of this year indicate an average occupancy for that period of 24.2 passengers. The average for the year 1948 was 25.3 passengers. The latter was 39.8 per cent better than the 1940 average of 18.1 passengers, but the coach passenger-miles had meanwhile increased 83.1 per cent.

The average occupancy of sleeping and parlor cars in 1944 was 20.3 passengers, while the average (preliminary figure) for the first 8 months of this year was 11.2 passengers. The average for the year 1948 was 11.9 passengers, 30.8 per cent better than the 9.1-passenger average of 1940, but passenger-miles in sleeping and parlor cars were meanwhile up 51.1 per cent. The bureau's discussion of the figures included this comment:

"The number of passengers per coach did not vary greatly between districts in the war year 1944, but by 1948 occupancy in the South and West had decreased 46.7 per cent and 47.5 per cent, respectively, as compared with a decrease of only 28.5 per cent in the East. In comparison with the prewar situation, however, the East, by 1948, had lost ground in coach occupancy relative to both the South and West. In 1948 the Eastern district averaged about 7 coach passengers more per car than either the South or West but in 1940 the East had about 8 more than the South and 9 more than the West. This higher occupancy in the East in both years is due presumably to the much heavier volume of commutation traffic in that area.

"Passenger occupancy in sleeping and parlor cars has been consistently higher in the West than in the East. It has been somewhat higher in the South than in the East except for the years 1940 and 1948, when it was only slightly lower. Since the year 1944 there has been a continuous decline, with the East losing about 6 passengers per car, the South 10, and the West 9 passengers."

Other figures show that coaches per train averaged 2.93 in 1948, an increase of 25.8 per cent above the 1940 average of 2.33. For sleeping and parlor cars, the 1948 average per train was 2.28 cars, 11.2 per cent above the 1940 average of 2.05 cars. Although it does not give the figures, the bureau says that the cars per train in the first 8 months of this year were "slightly less" than in the comparable 1948 period.

The article's data on the "degree of utilization" of passenger equipment show that 34 per cent of the available coach seats were occupied during this year's first 8 months, as compared with 36.4 per cent in the same 1948 period. The figure for the year 1948 was 35.3 per cent, while that for 1944 was 56.9 per cent. Like figures on the utilization of sleeping and parlor cars show that 44.4 per cent of the space in such cars was used in this year's first 8 months, as compared with 47.4 per cent in the like 1948 period. The figure for the year 1948 was 46.7 per cent, while that for 1944 was 77.2 per cent.

Freight Commodity Statistics

Analyzing the freight commodity statistics for this year's first half, the bureau notes that the Class I roads then originated 637,862,004 tons of freight, a decrease of 10.6 per cent below the 713,246,510 tons originated in the first half of 1948. All major commodity groups except Products of Agriculture (up 1.2 per cent) showed decreases. The most substantial losses in terms of tons were in the Products of Mines and the Manufactures and Miscellaneous groups, but the percentage declines were largest in the Less-Carload (29.3 per cent) and Products of Forests (18.9 per cent) groups.

SANTA'S HELPER

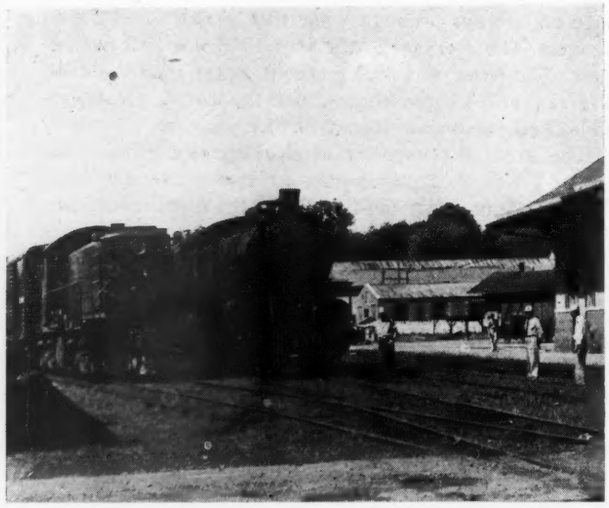
Gross freight revenue (before adjustments for corrections and absorptions) in the first half of this year totaled $3,774 million, a decrease of 5.4 per cent below the total of $3,988 million reported for the first half of 1948. Here again all groups except Products of Agriculture (up 6.4 per cent) showed declines. The range of decreases was from 0.6 per cent in the case of Animals and Products to 21.7 per cent for Less-Carload.

Figures indicating the percentage distribution of total tons originated and gross freight revenue by commodity groups show that the Manufactures and Miscellaneous group accounted for 27.9 per cent of the tonnage originated and 46.8 per cent of the gross freight revenue in this year's first half. In the first half of 1940, this group accounted for 26.6 per cent of the tons originated and 39.4 per cent of the gross freight revenue. Meanwhile, the proportion of the revenue earned by traffic in the Products of Mines group dropped from 29.3 per cent in 1940 to 24.8 per cent in 1949. As to tons originated, the Products of Mines groups accounted for 55.2 per cent of the total for this year's first half and 56.5 per cent of that for the first half of 1940.

"The wider changes in the relative distributions of gross freight revenue than of tons originated between the commodity groups," the bureau explains, "are due in large part to the variations in the impact of the rate increases authorized since the end of the war. Generally speaking, the highest increases authorized have been on rates for manufactured goods and the least for the products of mines."

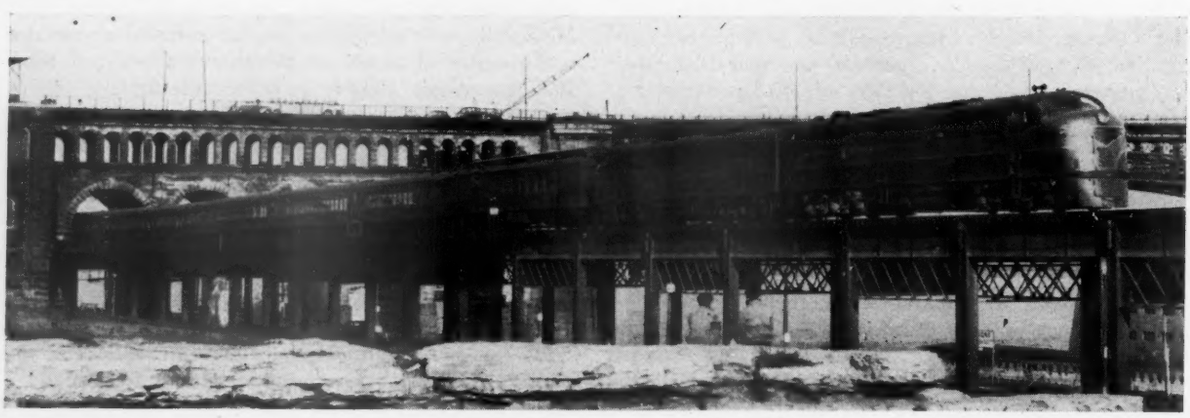
G. M. & O.-Alton 100 Per Cent Dieselized

All freight and passenger trains on 3,000-mi. trunk line now handled by Diesels, which average a high monthly utilization



The last regularly scheduled G.M.&O. steam locomotive was retired from service as a Diesel road-switcher took over at Columbus, Miss.

Above—The G. M. & O. becomes first "large" railway in the country to go all-Diesel. Below—Diesel power on the Chicago-St. Louis line goes back as far as 1935. Here is the present-day "Ann Rutledge" on the "high line" at St. Louis



On October 15, 1949, the last steam locomotive to run in regular service on the Gulf, Mobile & Ohio-Alton system chuffed its last chuff. Arriving at Columbus, Miss., at the head of a local freight train, it was taken off and a Diesel locomotive substituted. At this moment the G. M. & O. became the first "large" trunk-line railroad (based on the Interstate Commerce Commission's designation of roads with annual revenues of $50 millions or more) to be completely Dieselized. One of the accompanying illustrations, which shows the change-over being made at Columbus, may well rank with that showing the driving of the golden spike at Promontory, Utah, in depicting an epoch-making event in American railway history.

This scene represents the culmination of 14 years of gradual Dieselization, which was materially stepped up following the war. In July, 1935, the G. M. & O. placed in service two of the earliest streamliners in the country, powered by Alco-McIntosh & Seymour Diesel engines, one of which, according to the railroad, was the second unit of railway Diesel power to be manufactured in this country. This Alco unit is still powering the streamlined "Rebel," for which service it was originally purchased. In August, 1935, the Alton—then a separate organization not affiliated with the G. M. & O.—tried out a two-unit, 3,600-hp. Electro-Motive Diesel locomotive on its "Abraham Lincoln" streamliner in connection with tests performed on the system of its then owner—the Baltimore & Ohio. This was the first Diesel-electric road locomotive built in this country that could be coupled and uncoupled with all types of rolling stock, as distinguished from power cars. Following regular use on the B. & O., this locomotive was placed in service hauling the "Abraham Lincoln," effective April 27, 1936. Later it was converted for slower speeds and is now used in local freight service.

From this beginning has evolved the present G. M. & O.-Alton Diesel fleet of 231 units, with a total of 320,740 hp. These Diesels replace 384 steam locomotives, all of which have now either been sold or are in the process of being scrapped. Table 1 gives details on the present Diesel fleet.

Economics of Diesel Operation

To perhaps a greater degree than any other trunk line, the G. M. & O.-Alton offered opportunities for unusual savings in complete Dieselization. Its corporate life stems from the parent Gulf, Mobile & Northern, a small railway operating between Jackson, Tenn., and Mobile, Ala., which was an amalgamation of various lines—mostly logging roads. This company, through efficient operation and intelligent and aggressive solicitation, became sufficiently prosperous to acquire, over a period of years, three unprofitable railways—the New Orleans Great Northern, the Mobile & Ohio and the Alton. According to Vice-President Glen P. Brock, the physical properties of the first line were "in bad shape"; those of the second line were "in deplorable condition"; and, on the Alton, nearly everything was "busted and broken."

Thus, the new system had steam locomotives of almost every type and description, most of which were bought prior to or shortly after World War I. They were old and expensive to maintain and, in many respects, they were obsolete.

New power was a necessity, but, quite apart from other considerations, the new track, bridges and structures that would have been necessary to take care of heavier steam power represented, in management's opinion, a staggering investment. Therefore, the road decided to embark upon a Dieselization program. Feeling that the maximum benefits could not be obtained without 100 per cent conversion to the new type power, the railway has spent $60,000,000 since 1940 in bringing about a complete replacement of steam with Diesel power.

The results of the conversion from steam to Diesel power are illuminating. In 1945, when the tonnage handled by Diesels was negligible (less than one per cent) the average train load was 2,049 tons, as compared with 3,001 tons in the first eight months of 1949. The average train speed then was 17.2 m.p.h., compared with 19 m.p.h. today. These produced gross ton-miles per train-hour of 35,047 in 1945, as compared with 56,902 in the first eight months of 1949. Complete details of this remarkable performance, with further comparisons for the intervening years, are found in Table 2. These results were obtained not merely through re-equipping the railway with Diesels, but also by means of careful and intelligent study of each run on which Diesels were used so that tonnage might be increased commensurately with the advent of the new power.

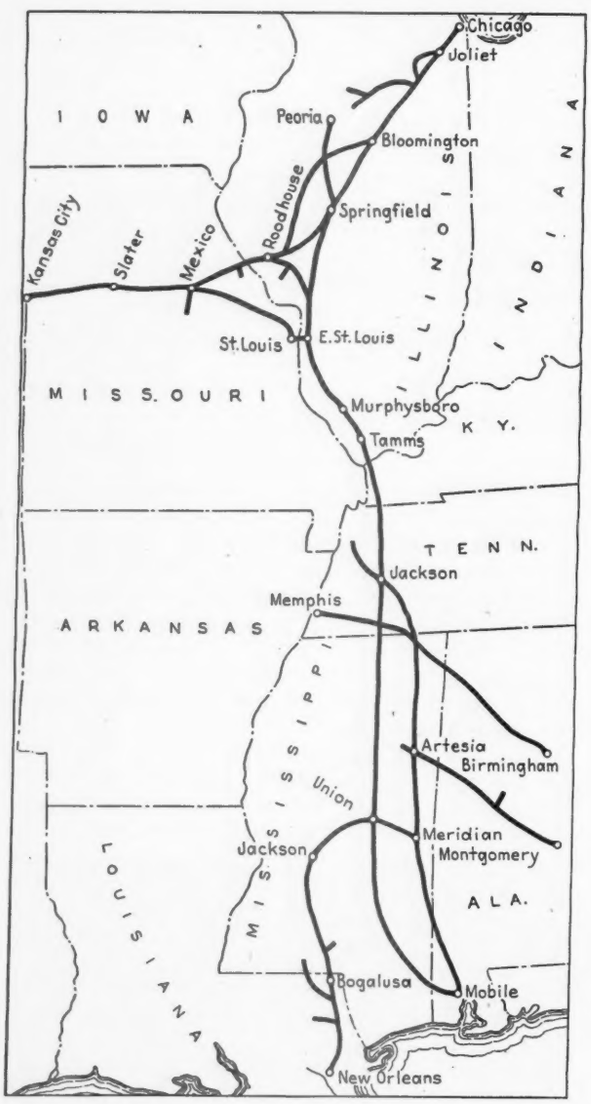
Through study of each individual operation, a high average utilization has been attained. Average miles per month, per unit, made by Diesel locomotives, in 1949, were 6,500 mi. in through freight service; 3,300 mi. in local freight service (not counting miles made by local freight locomotives in yard service); and 11,000 mi. in passenger service. On several of the streamline passenger trains the Diesels make as high as 16,000 mi. a month.

Problems Encountered

Mere spending—even $60 million—does not, of itself, solve all problems in effecting complete Dieselization. A great amount of painstaking effort was necessary before this could be accomplished in a manner to produce the maximum savings. The original scheme was to Dieselize one division at a time and remove all steam locomotive facilities from such divisions, but it was found that greater savings could be made by running the new locomotives through over several divisions, particularly since it would only be a short time until the entire railway was Dieselized.

One particularly knotty problem at first was the question of obtaining maximum utilization of Diesels in local freight service. This was solved by a careful study of interchange of units and by the use of the so-called road-switchers. Two locomotives of this type were purchased for aid in handling wartime traffic and their performance was such that, in 1945, 18 more road-switchers were obtained. These have since been supplemented by 14 more, all of 1,000 hp. In 1948, a road-switcher of 1,500 hp. was purchased and this was followed, in 1949, by the purchase of 13 more road-switchers with the greater horsepower. These locomotives make a run with a local freight train and then go to work as a switch engine for a shift or two. This double-duty service is accomplished by careful studying of all local freight train schedules, in conjunction with

END OF THE ROAD—Graveyard for steam power awaiting the reclamation torch at the G. M. & O.'s Jackson (Tenn.) plant



The 3,000-mi. G. M. & O. is a consolidation of once weak railroads into a strong competitive transportation machine

the necessity for switching locomotives at the terminals at certain times of day.

The conversion of old-time enginemen to Diesel operators took patient, scientific teaching. This was done by the regular supervisory forces, supplemented by a group of 20 young men who had received intensive courses of training in all phases of Diesel operation and maintenance. An air-conditioned, completely equipped Diesel instruction car was operated over the entire railway to disseminate knowledge of the new power. As the men became proficient in Diesel operation and maintenance, some of the young instructors were assigned to the shops as assistant foremen. Some have graduated

TABLE 1 — THE G. M. & O.-ALTON DIESEL FLEET

Date Built	No. Units	Builder	Service	Horsepower
1935	1	Alco	P	600
1935	1	E.M.D.	F	1,800
1937	1	E.M.D.	P	1,800
1940	2	Alco	P	2,000
1940	4	Alco	S	660
1941	3	Alco	S	1,000
1942	2	Alco	S	1,000
1943	1	Alco	P	2,000
1944	12	Alco	S	1,000
1944	2	Alco	RS	1,000
1945	5	Alco	S	1,000
1945	18	Alco	RS	1,000
1945	6	E.M.D.	P	2,000
1946	1	Baldwin	P	2,000
1946	37	Alco	F	1,500
1946	14	E.M.D.	F	1,500
1946	6	E.M.D.	FP	1,500
1946	1	E.M.D.	P	2,000
1946	5	Alco	S	1,000
1946	1	Alco	RS	1,000
1946	1	Ingalls	F	1,500
1947	1	Baldwin	P	2,000
1947	2	Alco	P	2,000
1947	43	Alco	F	1,500
1947	14	E.M.D.	F	1,500
1947	6	E.M.D.	FP	1,500
1947	5	Alco	RS	1,000
1948	1	Alco	RS	1,500
1948	1	Alco	RS	1,000
1949	1	Alco	P	2,000
1949	10	E.M.D.	F	1,500
1949	7	Alco	RS	1,000
1949	13	Alco	RS	1,500
1949	4	Alco	F	1,500

Footnote
F — Freight
P — Passenger
FP — Freight-passenger
S — Switcher
RS — Road-switcher

A 50-year-old water tower pulled to earth by a Diesel switcher

to foremen and general foremen, and they supply the railway with a group of highly trained young men who fit readily into higher supervisory posts as these become open. This reservoir of talent was an unexpected by-product of the Dieselization of the railway.

Miles per serviceable locomotive per locomotive-day —including all freight locomotives in local service, but excluding miles they operated as switchers in yards— in September, 1949, were 152.8 mi. for freight power and 397.7 for passenger.

Planned Locomotive Runs

This high utilization of Diesels has been obtained by study of individual runs and by complete cooperation between the operating and the mechanical departments. An equipment handler in the office of the general superintendent of motive power has charge of routing the Diesels into the various shops for progressive maintenance as it becomes necessary. He keeps in touch with the chief dispatchers and, with them, schedules the locomotives so that they are routed *to* the shopping points under load in each instance and, when the maintenance is completed, move *out* under load.

The road's five passenger trains in each direction daily between Chicago and St. Louis have, since February, 1945, been operated by four two-unit 4,000-hp. Diesels, each of which makes a round-trip and a half every day. This fleet of trains formerly required 15 steam locomotives. The two streamliners operated in each direction daily make the 284-mi. run in 5 hr., 10 min.

The greater utilization of the Diesels is furthered by the strategic location of the shops under the new arrangement. All passenger power is serviced and repaired at the shops at St. Louis, Mo. Just across the river, the former Alton shops at Venice, Ill., and the former G. M. & O. shops at Tolson, Ill., both points just outside of East St. Louis, were consolidated in February, 1949, and serve as a central repair point for freight power. A sizable Diesel shop was also installed in Porter yard, at Mobile. Diesel repair facilities are also available at Jackson, Tenn., and Roodhouse, Ill., both being points where a number of local freight runs terminate. A glance at the accompanying map of the system will show how, through strategic location, it was possible to hold the number of Diesel repair facilities to the minimum.

Smaller facilities for dispatching and servicing were installed in converted steam locomotive shops or enginehouses at Chicago, Joliet, Ill., Bloomington and Ridgely, and at Kansas City, Mo., and Slater, on the northern region. On the southern region such converted facilities

TABLE 2 — RESULTS OF DIESEL OPERATION IN FREIGHT SERVICE

		Freight Train-Miles		Gross Ton-Miles (Thousands)		Train-Load (Tons)	G.T.M. per train-hour	Train speed (m.p.h.)
		Total	Per Cent Diesel	Total	Per Cent Diesel			
1945	Steam	6,666,967		13,619,403		—	—	—
	Diesel	58,485	0.87	65,882	0.48	—	—	—
	Total	6,725,452		13,685,285		2,049	35,047	17.2
1946	Steam	4,729,147		9,217,441		—	—	—
	Diesel	1,165,551	19.77	3,158,114	25.52	—	—	—
	Total	5,894,698		12,375,555		2,113	38,941	18.5
1947	Steam	1,213,835		2,198,.076		—	—	—
	Diesel	3,723,514	73.39	11,131,647	83.51	—	—	—
	Total	4,937,349		13,329,723		2,706	48,586	18.0
1948	Steam	413,686		632,937		—	—	—
	Diesel	3,884,240	90.37	12,152,226	95.05	—	—	—
	Total	4,297,926		12,785,163		2,986	54,855	18.4
1st.	Steam	49,064		76,984		—	—	—
8 mos.	Diesel	2,437,419	98.03	7,364,608	98.97	—	—	—
1949	Total	2,486,483		7,441,592		3,001	56,902	19.0

are in use at Louisville, Miss., and Meridian; at New Orleans, La., and Bogalusa; at Tuscaloosa, Ala., and Montgomery, and at Tamms, Ill. The facility at Tamms is for servicing helper Diesels, operating over Alto pass, where there is a 2.12 per cent grade, some nine miles long, against both northbound and southbound traffic.

At all converted shops, the necessary changes were made in tools and machinery; such machines and tools as were adaptable to Diesel repairs were, of course, retained and some drop pits and drop pit jacks for steam locomotives were converted to handling traction motors and wheels for Diesels.

Retiring Steam Facilities

With complete Dieselization a large number of steam locomotive facilities became obsolete; many of these have been torn down or are in the process of being removed now. The complete list of such facilities abandoned is as follows:

Water tanks	96
Treating plants	21
Coal chutes	23
Locomotive coalers	5
Coal docks	3
Cinder hoists	8
Cinder pits	11
Pump houses and pumps	38

The large back shops and enginehouse at Bloomington, Ill., have been abandoned, as well as enginehouses at other places. The greater compactness of the Diesel facilities has permitted the vacation of a large number of small buildings, in addition to those mentioned previously.

Many uses were found for some of the facilities that were no longer needed for their original purpose. For example, 25 auxiliary tenders formerly used to supply additional water to steam locomotives have been converted for fuel oil transport. Some of the water tanks were suitable for conversion into fuel oil storage tanks at the 11 new fuel stations that were installed on the northern region and the 13 on the southern region. A number of water tanks were sold to fertilizer companies for use as storage bins and truck loaders for fertilizer.

Wherever possible, the abandoned shop buildings and enginehouses were leased to other industries and it is expected that all of them will be so utilized within a year or two. A cellulose factory has moved into the former Bloomington shop and an aluminum stamping company into the former enginehouse at Murphysboro, Ill.

Steam Locomotive Disposal

Only the newer steam locomotives were sold, since most of the rest were so old that their value as scrap was greater than their purchase price as a "going" locomotive would have been. The G. M. & O. already had a modern, well-equipped reclamation plant at Jackson, Tenn., and this plant has been busy for months in dismantling and classifying for scrap more than 300 steam locomotives. Within a few months, all of the fleet of steam locomotives will have been disposed of through sale or by scrapping. By the same time, the dismantling of the various steam facilities will also be completed. Within a short time, the last vestiges of steam operation will have disappeared on the first trunk line in the United States—if not in the world—to be completely Dieselized.

New Book . . .

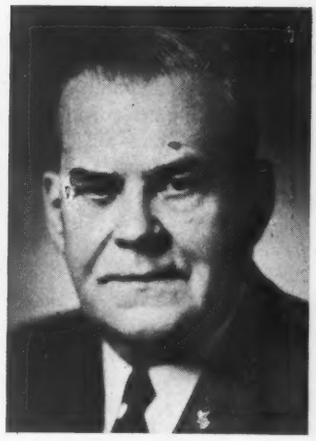
BOTTOM-UP MANAGEMENT; PEOPLE WORKING TOGETHER, by William B. Given, Jr. 171 pages. 8 in. by 5¼ in. Bound in cloth. Published by Harper & Brothers, 49 E. 33rd St., New York 16. $2.50

The so-called irreconcilability of labor and management—one of the current "left wing" catchwords—is clearly revealed by Mr. Given's well-reasoned book to be a notion no more susceptible of proof than that the moon is made of green cheese. Refutation of such Marxist dogma is, of course, not novel, but the present sponsorship and extent of radical social, political and economic doctrines make doubly welcome a cogent expression of modern business practice. In offering to the public a humane philosophy of industrial management based on almost 40 years of service to business, Mr. Given, president of the American Brake Shoe Company, has done well for the American system of free enterprise.

Mr. Given says there are in modern business two extremes of management philosophy and practice: One is dictatorial, or management from the top down, the other is management from the bottom up. Under management of the latter type, of which Mr. Given is an able practitioner as well as a persuasive proponent, the head of a business tries to release thinking and encourage initiative throughout the business, so that ideas and impetus flow from the bottom up, thus permitting full contribution by the entire organization to the progress and profits of the enterprise. "Fundamental to bottom-up management," the author says, "is the practice of listening to people all down the line. A management habit of treating every suggestion, every idea, every reasonable criticism, with respect, gives each man the feeling of being an important part of his department—gives him something interesting to talk about in the evening at home."

Documenting his case for encouraging initiative to pervade an entire enterprise, Mr. Given demonstrates how the system has produced remarkable results in his own company. By analyzing actual procedures and mechanisms, and by using human experience as illustration, he proves his point that bottom-up management is flexible enough to apply to many other types of businesses. No one interested in a dynamic and stimulating approach to the problems of modern industrial practice should fail to read Mr. Given's engaging account of the benefits—in terms of greater human understanding and increased profits—to be derived from bottom-up management.

G. Allan MacNamara



H. C. Grout

MacNamara to Succeed Grout as Soo Line President

At a meeting of the board of directors on December 14, G. Allan MacNamara, vice-president—traffic of the Canadian Pacific, was elected president of the Minneapolis, St. Paul & Sault Ste. Marie, effective on January 1, 1950. As noted briefly in *Railway Age* of December 17, H. C. Grout, Soo Line president since 1944, is retiring after a railroad career of nearly 52 years. Mr. Grout is to continue as a director and member of the road's executive committee.

The president-elect, a freight traffic man of some 37 years of experience, is the first traffic executive ever to become head of the Soo Line. Immediately preceding his advancment to traffic vice-president of the parent C. P. in 1947, he was general traffic manager of the Soo Line for three years. He had previously held various traffic posts with the C. P. in Winnipeg, Man., Minneapolis, Minn., Indianapolis, Ind., Detroit, Mich., Boston, Mass., and Chicago.

During the two years he headed the C. P.'s traffic department, Mr. MacNamara traveled widely in Canada and the United States and inspected C. P. system facilities in the United Kingdom and Europe. In addition, he directed an expansion of the traffic department which included the appointment, for the first time, of a general traffic manager at Montreal and the placing of freight traffic managers at Chicago and Winnipeg.

Road Is Strategically Located

In his new position—which includes posts as director and a member of the executive committee—Mr. MacNamara takes over the stewardship of the C. P.'s largest independently operated subsidiary engaged in rail transportation. It operates some 3,159 miles of road extending northwest from Minneapolis and St. Paul, Minn., and Superior, Wis., through the spring wheat states of Minnesota and North Dakota, and eastward to Sault Ste. Marie, Mich., where connections are made with the C. P. The Wisconsin Central, formerly leased but now operated by the Soo Line for the account of the trustee, operates an additional 1,051 miles of road extending from St. Paul, Minneapolis and Duluth, Minn., and Superior, Wis., and Ashland, southward to Chicago, giving the system an important entrance into the latter city.

The Soo Line's successful operation in a highly competitive territory is attributable primarily to its continuous efforts toward better service for its customers. The road tags itself as the service network of the Upper Midwest and "your working partner seven days a week." In this connection, Diesel-electric freight locomotives are now used almost exclusively in through freight service and additional units for use in local and branch-line service are now on order.

Has Heavy Grain Traffic

The strategic position of the Soo Line in the so-called "breadbasket" of America was particularly emphasized during the immediate postwar period, when record grain crops were harvested. Unprecedented peacetime demands for equipment required trains and crews to work overtime in order to complete the hauling of the harvest to the safety of storage elevators and mills. The volume of grain traffic handled by the railroad has earned the sobriquet, "The Wheat Line," for that portion of the road extending 300 miles westward from Thief River Falls, Minn., to Kenmare, N. D. Wheat and other grains have, in recent years, accounted for approximately 30 per cent of the railroad's freight revenues.

The reorganization of the Soo Line was consummated on September 1, 1944, some seven years after it had filed a petition in the federal court at Minneapolis stating that it was unable to meet its debts as they matured. The reorganization plan drastically reduced funded debt from $130 million, with $6.6 million fixed charges, to $31.6 million. The latter figure included $1.5

million of equipment obligations and $30.1 million of income bonds requiring relatively small fixed interest payments and contingent interest and charges of $1.6 million. Equipment obligations were subsequently retired, and the company began 1949 with only nominal fixed charges and but $21,515,000 of first and second mortgage income bonds outstanding. At the same time, net current assets totaled $12.8 million.

Reflecting a relatively heavy grain movement and a high shipment of forest products and crude and refined petroleum, revenues of the railroad from 1946 to 1948 compared favorably with Class I roads and were considerably better than those of the Northwestern region generally. For the first nine months of 1949, compared with a similar 1948 period, the Soo Line's net income was up $208,597, having increased from $901,365 to $1,109,962. Dividends on capital stock of the company have been paid for four successive years beginning in 1946, amounting to $3,955,072.

Both Experienced Railroad Men

Mr. MacNamara was born on February 4, 1894, at Winnipeg, Man., and entered railroad service in April, 1912, with the Canadian Northern (now Canadian National) at Winnipeg. He served overseas with the Canadian army from 1915 to 1919, returning to the C.N.R. in July, 1919, as rate clerk. Mr. MacNamara joined the C. P. in February, 1920, in the freight tariff bureau at Winnipeg, subsequently serving as rate clerk, assistant chief clerk and traveling freight agent at Winnipeg. In 1925 he became traveling freight agent at Minneapolis, and three years later he was appointed district freight agent at Indianapolis, Ind. In 1934 he became division freight agent at Detroit, Mich., subsequently serving as general freight agent in several off-line offices, as previously stated.

Mr. Grout first joined the Soo Line as chief executive officer in April, 1944, several months before consummation of the reorganization. Behind him was a long tenure with the C. P., with which he gained a reputation for his executive and operating abilities. He was elected president of the Soo when the new company took over the property in September, 1944.

Born at Wausau, Wis., on March 14, 1881, Mr. Grout attended Northwestern Military Academy and the University of Wisconsin. He entered railroad service in 1898 with the C. P. as a rodman in the construction department, later being advanced to instrumentman and resident engineer. From 1904 to 1910, he served as resident engineer in the maintenance of way department and as assistant division engineer at Toronto, Ont. He was assistant superintendent at Havelock, Ont., and Toronto, from April, 1910, until February, 1912. From the latter date until October, 1912, he served as superintendent successively at Toronto and Brownville Junction, Me., and subsequently became assistant general superintendent of the New Brunswick district at St. John, N. B., later becoming general superintendent of this district. He was appointed general superintendent of the Ontario district at Toronto in 1920, and in 1934 he was promoted to assistant to the vice-president at Montreal, Que. In May, 1942, Mr. Grout was advanced to general manager of the Western lines of the C.P., which post he held until he joined the Soo Line as chief executive officer.

"AGGRESSIVE MERCHANDISING" IS PRESCRIBED

Numerous recent articles in the press have pointed out that increased charges for railroad services can be a two-edged sword. The point made particularly was that the loss of business to competing carriers, chiefly trucks, increased with each increase in railroad rates, and that business once lost is very hard to regain. These articles have usually noted that requests for higher rates have been based on increased costs, particularly labor costs. In all fairness, it should also be pointed out that the railroads themselves are attempting to secure economies through more efficient use of personnel and through labor-saving devices where possible.

Naturally there can be no quarrel with this point of view. But stating this danger does not solve the railroads' problem, which is, of course, what to do to reduce costs to a level at which the service can be provided at a competitive and attractive price. . . .

In connection with the main-line passenger traffic, buses and airplanes are serious competitors of the railroads. The lower costs in the one case and higher speed in the other have been the important factors. The American Car & Foundry Co. experimental train, "Talgo," gives promise of a lightweight and low-cost train, with high speed and smooth, comfortable operation. Greater effort should be directed toward development of equipment along these lines, as well as the improvement of track layout to provide more direct routing and less lost time in transfers and connections.

Improvements require new equipment and money for capital expenditures. As long as the railroads act purely defensively in their fight for additional business, capital will be hard to get. An aggressive fight with pioneering in both the engineering and merchandising ends of the business will produce results.

The railroads have been generally unsuccessful in "selling" the general public and the government. Despite the splendid record of the railroads in carrying goods during the war the passenger remembers chiefly his discomfort. These memories must be erased by attractive fares; fast, prompt and courteous service.

The government, too, must be kept aware of the essential part the railroads play in our national security and it must be reminded again and again that by actual subsidies to the air carriers, and concealed tax subsidies to road carriers, the railroads' position is being undermined. The best way to remind the government of these facts is through an aggressive, enlightened publicity campaign.

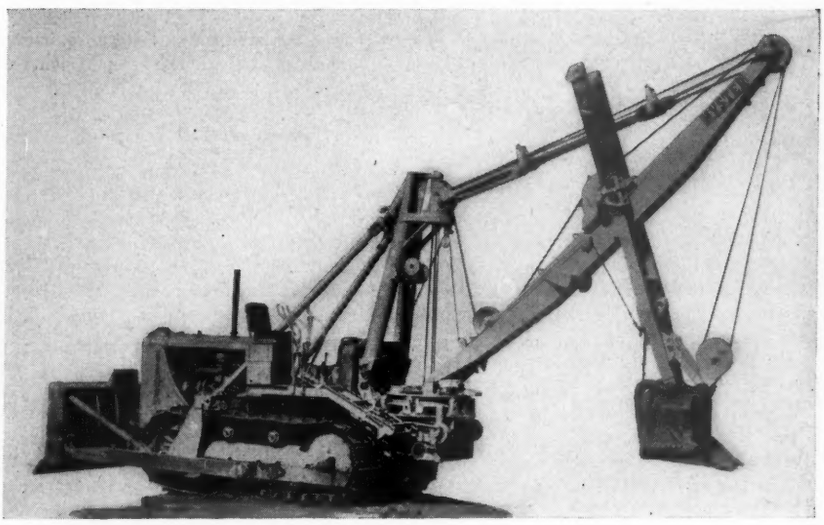
—From an address at a luncheon at the Chicago Club by Col. Sidney H. Bingham, commissioner, Board of Transportation, City of New York.

New and Improved Products of the Manufacturers

Shovel Front For the Hystaway

With the addition of a ½-yd. shovel front, the Hyster Company, Portland, Ore., has increased to seven the number of interchangeable attachments for the tractor-mounted Hystaway unit, the others being a crane, dragline, clamshell, hoe front, bulldozer and pile driver. Designed only for the Caterpillar D7 and D8 tractors, the shovel front may be mounted on either new or used machines without major alterations.

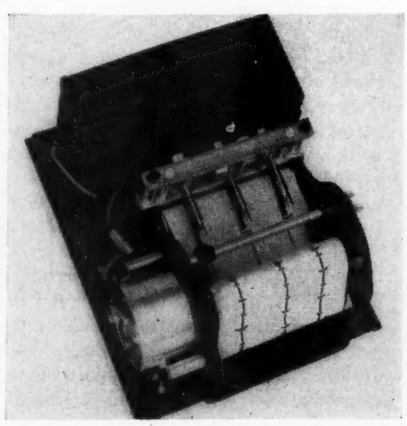
Features claimed for the shovel include ample power, fast swing, long reach, absence of tail swing and high maneuverability. Utility use of the bulldozer is retained with the complete Hystaway installed, and if full production use of the bulldozer is desired, only an hour is required to demount the unit.



A Hystaway with shovel attachment mounted on a Caterpillar tractor

New 3-Way Impact Recorder

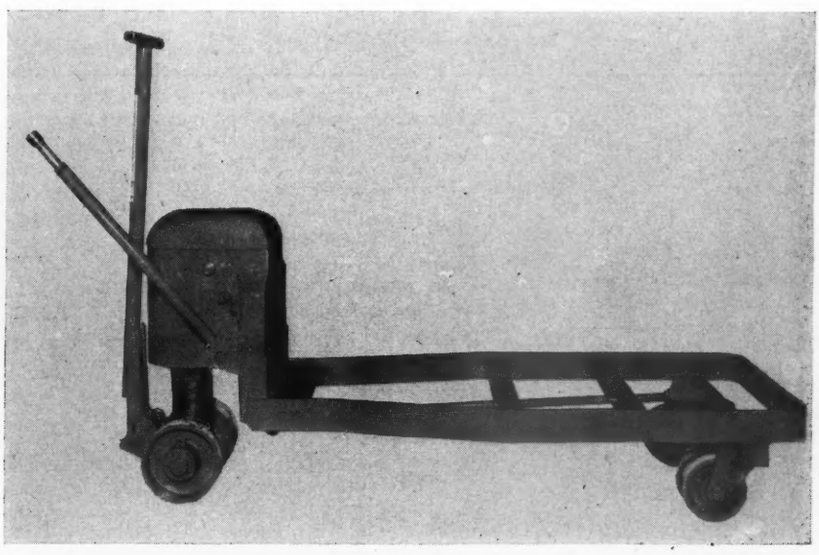
An impact recorder which measures vertical, lateral and longitudinal shocks has just been announced by Cleveland Impact Recorder, Inc., Union Commerce Building, Cleveland 14, Ohio. Three stylii



record the extent of the impact on a wax-treated and calibrated tape. The tape is driven by a silent, electrically wound clock at the rate of 1 in. per hour, and a roll of tape lasts 28 days. The clock mechanism, the manufacturer states, will operate continuously for about 60 days on one battery.

Two models of this device are available, with Model R recommended for use by carriers. The chief differences between Models R and H, the latter being recommended for use by shippers, are that Model R's stylii marking vertical and lateral shocks are more sensitive than the similar members in Model H, while Model R also is equipped with a lock and securing brackets.

The "Impact-O-Graph," as it is called, weighs approximately 10¼ lb., with case, and its size, also with case, is 9¼ in. by 8½ in. by 5 in.



A new model hydraulic lift truck of 6,000 lb. capacity was recently announced by the Barrett-Cravens Company, 4609 S. Western Blvd., Chicago 9. The hydraulic system of this unit is completely packaged in the streamlined housing. Platform lengths are from 36 in. to 72 in. and widths are 20 and 25 in. This unit is also available in a twin-fork model for handling pallets. Antifriction bearings and semisteel wheels are standard equipment, with rubber-tired wheels optional

GENERAL NEWS

Bulwinkle-Reed Act Defended by Fletcher

Says Department of Justice must lack accurate information

R. V. Fletcher, special counsel for the Association of American Railroads, has filed a brief with the House Judiciary subcommittee investigating monopoly power, replying to remarks made before that subcommittee on November 28 by John Stedman of the Department of Justice. Mr. Stedman, testifying on the Reed-Bulwinkle Act (Section 5a of the Interstate Commerce Act), presented the Justice Department's case in opposition to that act, and Mr. Fletcher was permitted by the subcommittee to file a statement on behalf of the A.A.R. "dealing with certain assertions in Mr. Stedman's testimony.""

"We cannot resist the conclusion that the numerous errors of fact and the unwarranted inferences found in Mr. Stedman's statement are attributable to lack of accurate information upon a subject which is confessedly complex," Mr. Fletcher said. Characterizing the Stedman testimony as having a "disregard for consistency," he said the real issue in the Justice Department's opposition to Reed-Bulwinkle "is whether control and regulation of these necessary rate bureaus and conferences (as permitted by the act) shall be vested in the Interstate Commerce Commission or in the Department of Justice."

Rate Competition Still Exists

Mr. Stedman's statement, an account of which appeared in *Railway Age* for December 3, page 60, said the Reed-Bulwinkle Act represents an undesirable exemption from the anti-trust laws. In addition, Mr. Stedman declared the act eliminated the concept of competition in rate-making without increasing public regulation; restricted freedom of individual carriers; and, through the conferences permitted under the act, carriers avoid competition between themselves.

Replying to these charges, Mr. Fletcher denied that the Reed-Bulwinkle Act operates to eliminate competition between carriers, and called attention to the recent Western Agreement case wherein the I.C.C. said that joint action, as provided in the final agreement, was "necessary to the continued and proper functioning of our essentially competitive rate system." Mr. Fletcher also noted that the bureau-conferences established under the Reed-Bulwinkle Act were subject to policing by the I.C.C., where formerly they had been left free, and in that measure the public regulation of carriers was increased by the legislation.

In the matter of restricting freedom of individual carriers, claimed by Mr. Stedman, Mr. Fletcher said that the right of individual action is reserved to each carrier under all Reed-Bulwinkle agreements, approved or proposed, and that "such independent action is by no means uncommon." He cited the record of the so-called Georgia case which, he said, "shows that there have literally been thousands of instances of independent action in fixing rates in Southern and Eastern territories. . ." and "the free and frequent exercise of this privilege by Western roads as well is a matter of common knowledge.

Who Will "Control" Rate Bureaus?

Examining other sections of Mr. Stedman's testimony, the A.A.R. spokesman declared that "It is now clear that the department does not oppose. . . but strongly favors" organization of bureau-conferences between carriers for the purpose of fixing joint through rates, establishing standards of uniformity, making arrangements for interchange of cars and equipment, and avoiding discriminations. Mr. Fletcher, who quoted Mr. Stedman from the subcommittee's record on these points, said that this "admission" by the department made the issue one of who shall control and regulate these necessary bureaus—the I.C.C. or the Justice Department. He added argument to support the I.C.C. on this point, saying "the Department of Justice neither by experience nor by reason of legal responsibility is qualified to pass upon the details of rate regulation or rate origination."

Mr. Fletcher also discussed that part of Mr. Stedman's testimony in which there was "some intimation" that the preliminary opinion of the Supreme Court in the Georgia case could be construed as condemning as violative of the anti-trust laws the rate bureau method of considering rates. In this respect, the Fletcher statement said the charges in the Georgia case were "invidious discrimination and. . . practiced coercion," not the legality of rate bureaus to consider rates, and that "no comfort can be drawn from the Georgia decision in support of the view that rate bureaus are essentially violative of Sherman Act principles." He added that it was also a "fundamental misconception" of the functioning of rate bureaus to suggest that they determine the rates that will be filed with the I.C.C.

The Lehigh Valley has placed this new Diesel tug—the "Wilkes-Barre"—in service in New York Harbor. Built by Jackson Shipyards, Oyster Bay, N. Y., and powered with motors built by the Cleveland Diesel Engine division of General Motors Corporation, the boat is one of four ordered earlier this year by the L. V. (See *Railway Age* of February 12, page 65.) Delivery of the remaining three tugs is expected soon

Pullman Company Protests Proposed Space-Sale Rules

The Pullman Company, a respondent in the Interstate Commerce Commission's "Sleeping, Parlor Car and Reserved Coach Tickets" investigation

(Docket No. 30031), has filed exceptions to the proposed report made in the case by Examiner Frank E. Mullen.

At the same time, the American Society of Travel Agents, Inc., has been permitted by the I.C.C. to intervene in the proceedings, and the time for filing exceptions to Examiner Mullen's report has been extended to January 12, 1950. The proposed report was reviewed in *Railway Age* of October 1, page 49. In asking permission to enter the case, the travel agents society said that an important part of any travel agent's business is booking and selling railway transportation to the public, and the proposed report "proposes rules and regulations which would have the effect of outlawing such assistance."

In the brief filed by the Pullman Company, principal objection to the proposed report was in the examiner's finding that hotels and travel agencies should discontinue making reservations and buying tickets for their guests and clients. Examiner Mullen's statement was that hotels and travel agencies who furnish money to purchase tickets for use by another person are violating Pullman tariff rules on the transfer and resale of tickets. The examiner would also have railroads make it known that travelers must make their own reservations and authorize, in writing, the picking up of that ticket by anyone other than himself. The Pullman Company comment was that in a period of declining demand and growing competition, "it would appear that every reasonable effort should be made by the respondents to encourage the cooperation of hotels and travel agencies in promoting Pullman passage."

Other objections related to recommended findings by the examiner that would require printing "Not Transferable" in big letters on each Pullman ticket; selling room space by name of traveler and not by ticket or code number; and making a "reasonable charge" for the redemption of tickets by the company general office, i. e., those covering space cancelled too late for redemption by ticket agents.

Unions Cancel Strike Vote Taken Against "Q" Last Fall

On December 19, with some 413 back pay claims and grievances having been settled amicably, four operating brotherhoods voided the strike ballot they took last September against the Chicago, Burlington & Quincy (see *Railway Age* of September 24). John F. Murray, mediator from the National Mediation Board, announced that an agreement had been signed settling all the issues, which were, in general, similar to those that brought on the recent 45-day Missouri Pacific strike and the Wabash walkout of a shorter duration.

On the Burlington, however, no strike date had been set by the unions—the Brotherhood of Locomotive Engineers, the Brotherhood of Locomotive Firemen & Enginemen, the Order of Railway Conductors and the Brotherhood of Railroad Trainmen—and mediation had been under way since August. Some 587 issues were disposed of by direct negotiation before entry into the dispute of a federal mediator. Mr. Murray commended the two parties for proving that "these matters can be settled without resorting to more drastic methods."

CHRISTMAS MAIL AND EXPRESS OVERFLOW HANDLED IN REEFERS.—Westbound express traffic and bulk mail moved from Chicago to western points in refrigerator cars that would otherwise have gone west empty during the weeks just prior to Christmas. The Santa Fe operated a special train between Chicago and Pacific Coast points daily, made up of approximately 60 reefers loaded with head-end traffic. The special operated on passenger train schedules

C. & E. I. Protests Air Coach Fares Between Chicago-Florida

The Chicago & Eastern Illinois, in a formal objection filed with the Civil Aeronautics Board, protested against what it termed "unreasonably low" air coach fares between Chicago and Florida, and intermediate points. The railroad charged that the air rates do not cover actual air operating costs, are "unjust and unreasonable," and violate the United States Code. The air line coach fare one way between Chicago and Miami, Fla., is $47.45 (before federal tax), compared with the first-class rail rate of $50.29.

The C. & E. I. pointed out in its telegraphic protest that it did not increase its passenger tariffs recently when authorized to do so along with other railroads because it did not want to price itself out of the passenger market but, instead, wished to meet competition of other forms of transportation. Identical copies of the telegram were sent to Delta Air Lines and Eastern Air Lines, the scheduled carriers offering the Chicago-Florida service.

The protest, signed by David O. Mathews, C. & E. I. general counsel, asserted that the air carriers are subsidized and that, while the new low rates actually decrease the air carriers' revenues, subsidies bring them up again. Such a situation, the telegram declared, violates section 642 of the U. S. Code. The protest states, in part:

"Our studies indicate that proposed fares and charges, which are lower than rail and Pullman fares and charges, will result in revenues less than air carriers' costs of operation. It is our contention that the Civil Aeronautics Act, properly construed, prohibits air carriers from establishing such fares and charges and prohibits board from approving them. We further contend that revenues from subsidies may not lawfully be relied upon in support of proposed fares and charges, except to extent that such revenues constitute just and reasonable compensation for services provided by the air lines."

Peters to Head Perfect Shipping Campaign Again

Irving M. Peters, of Chicago, traffic manager of the Corn Products Refining Company, will again be general chairman of the management committee for the April, 1950, Perfect Shipping Month campaign, according to announcement by F. J. Rebhan, traffic manager of the American Crystal Sugar Company, and president of the National Association of Shippers Advisory Boards.

C. P. Wins Major Victory In Freight-Rate Fight

The Canadian Pacific, on December 22, won a signal victory in the campaign which it is waging, along with the Canadian National, for higher freight rates, when the Supreme Court of Canada ruled in favor of the railway in its appeal to the court against the eight per cent "interim" freight-rate in-

Frederic C. Dumaine, Sr., New President of New Haven

Frederic C. Dumaine, Sr., chairman of the board of the New York, New Haven & Hartford, will also serve as president of that road, it was announced on December 21, following a meeting of the directors at Boston, Mass.

At the same time it was announced that Frederic C. Dumaine, Jr., had been elected to fill the post on the board and its executive committee left vacant by the resignation of Laurence F. Whittemore, who had been president of the New Haven since September 1, 1948. (See *Railway Age* of December 10, page 66.) Mr. Dumaine, Jr., has resigned as a director of the Boston & Maine, Maine Central and Portland Terminal, with which he has been associated since 1935, in order to take the New Haven posts.

In a statement following the meeting, Mr. Dumaine, Sr., said: "The directors accepted the resignation of Laurence Whittemore with extreme regret, but his decision to resign so as to be free to accept the post of president of the Brown Company [wood pulp and paper manufacturers] to which he has been elected effective January 1, left us with no alternative.

"The policies of improved service which have been established in the past 16 months will continue. We shall be frank with the public regarding the road's affairs.

"Our experiments with train service on the former Old Colony lines in Massachusetts will be pursued in order to determine which trains the public desires to have continued as indicated by their patronage. On the so-called 'west end' of the New Haven, we shall continue our experimental runs on lines in Connecticut and New York, and in addition we shall continue to study individual trains and territories in an effort to provide the train service best suited to the majority of those who live in the areas we serve. For some time past, we have been making studies of the present train service on the Springfield-Hartford-New Haven-New York lines and we hope in the not too distant future to announce a plan by which we shall improve the service there, perhaps through consolidation of some of the present trains with faster schedules.

"We shall continue to co-operate with local groups in joint efforts to provide mutually beneficial changes in our passenger and freight service.

"The main objectives of the management will continue to be the rehabilitation of the New Haven as a New England institution."

crease granted by the Canadian Board of Transport Commissioners last September 22.

The C. P. had argued before the court that the Transport Board had ruled improperly in giving as its reasons for granting only temporary rate relief that it had yet to make further studies, and that it desired to await the report of the Royal Commission which is now studying all phases of Canadian transportation. The court was severely critical of the board, branding its reasons for withholding final decision on freight-rate increases "entirely irrelevant," and declaring that the board's ruling showed "declining jurisdiction."

As a result of the court ruling, the railways are expected to make a fresh application to the board for higher freight rates. The eight per cent interim advance of September was granted in response to their request for a permanent 20 per cent increase.

I.C.C. Will Review Another Div. 5 Ruling on Private Trucking

Acting favorably on a petition filed by railroads in Trunk Line Territory, the Interstate Commerce Commission has reopened for reconsideration another case in which the distinction between private and for-hire trucking has been in issue. It is the No. MC-C-906 proceeding which involves the Burlington Mills Corporation's trucking operations, found by the commission's Division 5 to be private carriage.

Like division rulings in other similar cases were affirmed by the commission in a recent decision (see *Railway Age* of December 3, page 62). The trucking operations there involved were those of Lenoir Chair Company and Schenley Industries, Inc.

Prescribes C.O.D. Rules For Common-Carrier Truckers

Division 5 of the Interstate Commerce Commission has prescribed general rules and regulations to be observed by common-carrier truckers in the handling of c.o.d. shipments and remittance of c.o.d. funds. The division's report was in Ex Parte No. MC-42, an investigation of the matter which the commission instituted in 1947.

Four rules were prescribed, the first being the "applicability" rule which specifically provides that the regulations shall not apply to the transportation by truck of c.o.d. shipments when such transportation "is auxiliary to or supplemental of transportation by railroad and performed on railroad bills of lading," or when it is performed "for freight forwarders and on freight forwarder bills of lading." C.O.D. shipments handled in all other common-carrier trucking service are covered.

Rule II stipulates that none of the covered truckers shall render c.o.d. service unless it has filed with the commission tariffs "which contain rates, charges and rules governing such service, which rules shall conform to these regulations." Rule III requires that funds collected on a c.o.d. shipment be remitted directly to the consignor, or other person designated by the consignor as payee, "promptly and within 10 days after delivery of the shipment." Rule IV prescribes c.o.d. records which must be kept by the truckers.

The prescribed rules "are in the nature of minimum requirements, and relate to basic matters only," the division's report said. It added that they are not intended to prohibit the truckers "from maintaining other and lawful rules, not in conflict therewith . . ."

"Indeed," the report continued, "most of the 13 sections of the present classification c.o.d. rule relate to matters other than those specifically covered in the rules prescribed herein. It should be noted, moreover, that the prescribed rules are general rules, and are not designed or intended for use in the carriers' tariffs. Their purpose is to indicate the general practices to be followed, and to provide the framework for the formulation by the respondents of such new or revised tariff rules as are necessary."

November Employment

Railroad employment increased 2.21 per cent—from 1,089,714 to 1,113,847—from mid-October to mid-November, but the mid-November total was 16.18 per cent below that of November, 1948, according to the preliminary summary prepared by the Bureau of Transport Economics and Statistics of the Interstate Commerce Commission. The index of employment, based on the 1935-1939 average as 100, was 108.2 for November, as compared with 103.3 for October and 129.1 for November, 1948.

November employment was above that of October in four groups, the largest increase, 5.92 per cent, being in the maintenance of equipment and stores group.

Next came the train and engine service group which was up 3.2 per cent, while increases of 1.03 per cent and 1.15 per cent, respectively, were shown for the "professional, clerical and general" group and the transportation group embracing yardmasters, switchtenders and hostlers. The decreases, all less than 1 per cent, were in the groups embracing executives, officials and staff assistants, maintenance of way and structures employees, and transportation employees other than those in train, engine and yard service.

As compared with November, 1948, there were decreases in all groups. They ranged from 24.13 per cent for the maintenance of way and structures group to 2.36 per cent for executives, officials and staff assistants.

November Operating Revenues 15.3% Below Last Year

From preliminary reports of 82 Class I railroads, representing 81.1 per cent of total operating revenues, the Association of American Railroads has estimated that the November gross amounted to $566,845,908, a decrease of 15.3 per cent below the $669,310,403 reported for the same 1948 month. Estimated November freight revenue was $469,315,765, as compared with November, 1948's $557,993,602, a decrease of 15.9 per cent. Estimated

passenger revenue was $53,312,428, as compared with $61,641,175, a decrease of 13.5 per cent. All other revenue was also down 11 per cent—$44,217,715, as compared with $49,675,626.

New Haven Receives First of 27 New Sleepers

The first of 27 new sleeping cars, each costing $125,000, which the New York, New Haven & Hartford will put in use before the end of January, went into service December 15 on "The Owl," sleeping car express between Boston, Mass., Providence, R.I., and New York.

First of the 27 were two all-room cars, with 14 roomettes and four double bedrooms. Each car is of stainless steel construction and embodies many new features for the comfort of patrons. The balance of the new cars, built by the Pullman-Standard Car Manufacturing company, is expected to be delivered at the rate of about four a week.

Great Northern Firemen Reject 40-Hour Week

For reasons that have not yet been revealed, system officers of the Brotherhood of Locomotive Firemen & Enginemen on the Great Northern have withdrawn their demand for a 40-hr. week for yard service employees whom they represent on that railroad. The firemen's demands were served on November 1 on most of the country's railroads. So far as this paper can develop, the G. N. is the only road on which the B. of L.F.& E.'s demands have been withdrawn.

More Time for Presentations On New 28300 Rate Scale

The Interstate Commerce Commission has set back, from December 30 to February 28, 1950, the deadline date for the filing of presentations on its proposed substitute for the basic scale of first-class rates which its report in the No. 28300 Class Rate Investigation prescribed for application in connection with the uniform classification that the railroads are now preparing pursuant to the commission's findings in the No. 28310 investigation of that matter. The proposed substitute rate scale was served on railroads and other parties to the No. 28300 proceeding with a November 28 notice of "further investigation" for the purpose of considering the proposal (see *Railway Age* of December 3, page 57).

The "further investigation" will be conducted by receipt of verified statements; and the February 28 deadline is now fixed for the receipt of "evidence in chief" from the railroads and all other parties. Rebuttal evidence must be filed within 30 days thereafter.

Freight Car Loadings

Loadings of revenue freight in the week ended December 17 totaled 639,723 cars, the Association of American Railroads announced on December 22. This was a decrease of 29,102 cars, or 4.4 per cent, below the previous week, a decline of 114,829 cars, or 15.2 per cent, under the corresponding week last year, and a drop of 192,407 cars, or 23.1 per cent, below the equivalent 1947 week.

Loadings of revenue freight for the week ended December 10 totaled 668,825 cars, and the summary for that week as compiled by the Car Service Division, A.A.R., follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, December 10

District	1949	1948	1947
Eastern	117,974	144,402	160,748
Allegheny	133,478	163,086	176,168
Pocahontas	47,956	65,849	73,774
Southern	118,598	129,972	139,307
Northwestern	74,838	83,913	92,247
Central Western	114,270	125,393	143,597
Southwestern	61,711	70,298	68,318
Total Western Districts	250,819	279,604	304,162
Total All Roads	668,825	782,913	854,159
Commodities:			
Grain and grain products	47,631	53,277	46,596
Livestock	11,203	13,723	15,034
Coal	136,017	165,231	199,070
Coke	11,786	15,343	15,599
Forest products	41,598	40,836	44,316
Ore	12,134	16,225	15,398
Merchandise l.c.l.	81,949	98,176	115,572
Miscellaneous	326,507	380,102	402,574
December 10	668,825	782,913	854,159
December 3	693,923	804,172	878,588
November 26	664,555	722,936	792,331
November 19	758,972	858,089	902,662
November 12	635,823	871,679	878,283
Cumulative total 49 weeks	34,151,081	40,770,967	42,383,276

In Canada.—Carloadings for the week ended December 10 totaled 75,286 cars, compared with 77,719 cars for the previous week, and 76,120 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total cars Rec'd from Connections
Totals for Canada:		
December 10, 1949	75,286	30,974
December 11, 1948	76,120	34,665
Cumulative totals for Canada:		
December 10, 1949	3,720,246	1,512,806
December 11, 1948	3,853,046	1,699,468

Monon to Launch Weekend Train Into Chicago for Students

The Chicago, Indianapolis & Louisville, on January 6, will place into service between Bloomington, Ind., and Chicago, a weekend passenger train to be known as "The Varsity." The train will operate on an experimental basis to encourage weekend travel among students at the five colleges located on the Monon. It will consist of coaches and a grill car where light lunches will be served.

The train is to depart from Bloomington on Friday only at 5 p. m. and arrive in Chicago at 9:50 p. m. Returning, it will depart from Chicago on Sunday only at 5 p. m. and arrive in Bloomington at 9:35 p. m. Seven intermediate stops are included on the schedule.

P.R.R. Honors 54,625 Employees

A total of 54,625 Pennsylvania employees — 53,899 men and 726 women — each of whom has worked for the railroad for 25 years or longer, were honored on December 22 at pre-Christmas ceremonies throughout the system in which those with 40 to 50 years of service received silver lapel emblems

Motorists who speed or drive recklessly over public crossings of the Baltimore & Ohio's tracks are likely to receive in the mail a reminder to be more careful. Throughout its system the B.&O. designates employees to make periodic observations at crossings. They jot down license numbers of cars whose drivers ignore warning signs and devices or take unnecessary chances. Within a few days the owners of these cars receive "a friendly tip about a slip that could have been serious," calling attention to the time and place of the careless crossing and pointing out safe crossing procedure. Since 1919, B.&O. employees have checked grade crossing habits of almost 6 million motorists. Of this number, 405,000—nearly 7 per cent—made careless crossings. The number of observations is being increased, and careless drivers will receive the new reminder card

or pins and those with 25 to 40 years of service-bronze emblems or pins.

The 10,386 P.R.R. people receiving the silver emblems, and the 44,239 receiving the bronze — both recently established in connection with expansion of the railroad's program of recognition for employees attaining long service records — have piled up a total of more than a million and a half years of working experience with the road.

The new emblems are similar in appearance to the 50-year gold emblem, being triangular in shape with a raised keystone in the center in which appears a locomotive.

N.Y.C. to Increase New York Intrastate Commuter Fares

Increased intrastate commutation fares which the New York State Public Service Commission has authorized on the New York Central's Harlem, Hudson and Putnam divisions will become effective with monthly tickets for January, 1950. There will be two types of calendar month commutation tickets —an unrestricted ticket valid every day of the month, and a restricted ticket valid five days of each week selected in advance by the passenger. The unrestricted ticket fares will represent an increase of 45.8 percent and restricted ticket fares an increase of 31.2 percent over present monthly commutation fares.

Commenting on the decision, F. H. Baird, the N.Y.C.'s general passenger traffic manager, pointed out that: "Even with the increases, monthly commutation rates will average only approximately 49.2 percent higher than their 1932 level, while in the same period basic wage rates on the eastern railroads have jumped approximately 139.3 percent and the average of materials and supply prices about 168.2 percent. . . . The new increases will only meet our annual loss of approximately $2,040,000 for passenger service in the Westchester-Putnam county area, and do not provide for any profit."

The increases will also apply to commutation fares between other points in New York State on the N.Y.C. and the Delaware & Hudson where such tickets are now sold.

ORGANIZATIONS

Thomas C. Macnabb, of St. John, N. B., president of the Aroostook Valley, and former general superintendent of the New Brunswick district of the Canadian Pacific, has been elected a director of **Rotary International.**

Colonel H. G. Hill of Washington, D. C., consulting engineer on railways, spoke on post-war railroad conditions in Japan at a December 13 meeting of the **Old Dominion Railroad Club** in Richmond, Va. His address was a synopsis of a report he made to General MacArthur and the Secretary of Defense following completion of a tour of Army duty as chief, Transportation, Economic and Scientific Section, G.H.Q., Tokyo.

Transportation under Capitalism and Socialism

A discussion on "Transportation in Capitalist and Socialized Economies" will be held at the Hotel Commodore, New York, at 2 p.m., December 28, in connection with the meeting of the American Economic Association. Sidney L. Miller, professor of transportation at the University of Pittsburgh, will preside at the discussion, while scheduled speakers will include E. Grosvenor Plowman, vice-president, traffic, of the United States Steel Corporation; G. Lloyd Wilson, professor of transportation and public utilities at the University of Pennsylvania, and Dr. Charles L. Deering, of the Brookings Institution, Washington, D. C., co-author of "National Transportation Policy," recent Brookings publication.

New officers of the **Electric Industrial Truck Association,** elected at the annual meeting, are: President, M. W. Heinritz, vice-president, Gould Storage Battery Corporation, and vice-president, W. A. Meddick, vice-president and sales manager, Elwell Parker Electric Company. William Van C. Brandt, managing director of the association, was re-elected secretary-treasurer.

The annual dinner-dance of the New York chapter of the **National Defense Transportation Association** will be held on May 13, 1950, in the grand ballroom of the Hotel Statler.

Revelle W. Brown, president of the Reading, will be toastmaster at a January 12 luncheon sponsored jointly by the **Traffic Club of Philadelphia** and the **Atlantic States Shippers Advisory Board.** At the luncheon, to be held at 1 p.m. in the Crystal ballroom of the Benjamin Franklin Hotel, Philadelphia, Ralph E. Taggart, president of the Philadelphia & Reading Coal & Iron Co., will deliver an address. The 26th annual and 80th regular meeting of the Atlantic States Shippers Advisory Board will be held at the same hotel on January 11 and 12.

The **Southwest Shippers Advisory Board** will hold its eighty-third regular meeting January 10-12, inclusive, at the Texas Hotel, Fort Worth, Tex.

The **Railroad Foreign Freight Agents Association of Chicago,** at its recent annual meeting, elected E. F. Howell, foreign freight agent, Grand Trunk Western, as president. Other newly elected officers are: vice-president, C. J. Kucera, assistant foreign freight traffic manager, Gulf, Mobile & Ohio; secretary, A. N. Andriese, foreign freight representative, Pennsylvania, and treasurer, C. W. Sheldon, chief clerk, foreign freight department, Atchison, Topeka & Santa Fe.

Frank C. Rathje, president of two Chicago banks and former president of the American Bankers Association, has been elected president of the **Transportation Association of America,** James L. Madden, chairman of the association's board of directors, has announced.

Mr. Rathje was graduated from Northwestern University Law School in 1907, and practised law in Chicago from 1908 to 1940. He has been president of the Mutual National Bank since 1918, and of the Chicago City Bank & Trust Co. since 1926. He was President of the Illinois Bankers Association in 1936-1937, and of the American Bankers Association in 1945-1946.

He succeeds the late Sidney Anderson, vice-president of General Mills, Inc., Minneapolis, Minn., who was president of the T.A.A. for four years.

EQUIPMENT AND SUPPLIES

L. & N. to Spend $11 Million; Buy 52 Diesels, 500 Box Cars

The Louisville & Nashville has appropriated $11,000,000 for purchase of 52 new Diesel-electric locomotives and 500 box cars, and for construction of passing tracks, oil fuel stations and maintenance facilities for Diesels. The road said that bids for the locomotives will be placed shortly, in expectation that deliveries can be started next April and completed before the end of 1950.

To be purchased are 37 road freight locomotives of 1,500 hp. each, 6 switchers of 1,000 hp. or 1,200 hp. and 9 660-hp. switchers. The box cars are to be 40½ ft. long and will be steel sheathed. The road locomotives will be used principally in mainline freight service between Cincinnati, Ohio, and Montgomery, Ala., and between St. Louis, Mo., and Nashville, Tenn., to speed up traffic and effect operating economies, according to the road. The new units will replace older steam locomotives.

Forecasts Resumption of Large-Scale Car Buying

"In the closing weeks of 1949 there are definite indications that the railroads will be in the market for new freight cars in substantial volume." S. M. Felton, president of the American Railway Car Institute, said in a recently released year-end statement. "Some of the factors involved in predicting new orders in the period immediately

ahead," he added, "are requests from many railroads for bids on new cars; recent raising of the per diem rental of freight cars from $1.50 to $1.75; the age of many freight cars now in service and the fact that depleted backlogs will enable the car builders to give prompt delivery in 1950."

A significant development during 1949 which should reflect itself in the cars ordered in 1950, Mr. Felton continued, "relates to the standardization of various types of passenger cars, with resulting engineering and production economies. During the year a committee [of the A.R.C.I.], working in close cooperation with the railroads, proposed new and standardized floor plans for all types of passenger-train cars except sleeping and commuter cars. Acceptance of these plans should result in lower costs to the railroads. This work will be extended to other types of cars in 1950."

Major revisions in the country's transportation policy are necessary if the railroads are to prosper over the long pull, Mr. Felton said. "A healthy sign is the increased public awareness not only of the indispensability of the railroads in war or peace, but also of the burdens—subsidized competitors, staggering taxes, restrictive regulation—under which they are laboring. Fair play for the railroads reflected in a new national transportation policy is essential to the American people as well as to the long range welfare of the railroads and the car builders."

Equipment on Order

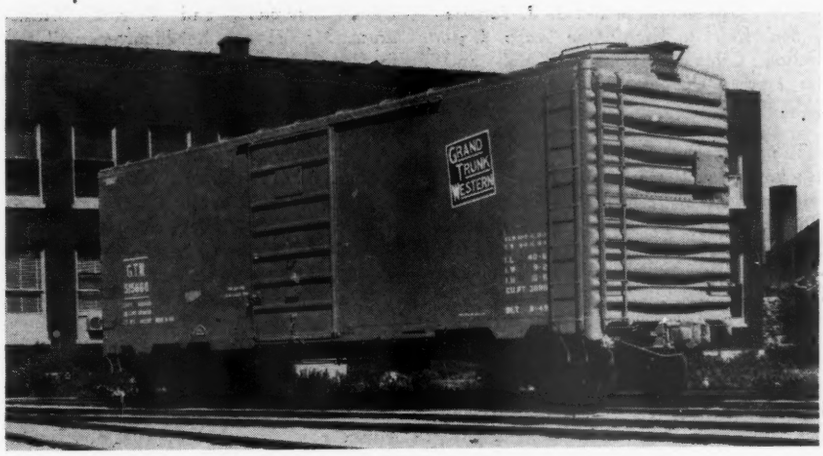
Class I railroads and railroad-owned and controlled refrigerator car lines had 14,340 new freight cars on order December 1, compared with 96,705 on order December 1, 1948, according to the Association of American Railroads. Locomotives on order by Class I roads totaled 969 as compared with 1,693.

The A.A.R. statement featured installations of locomotives in this year's first 11 months, calling attention to the fact that the 1,742 engines then placed in service represented the largest number installed in any similar period in "about 25 years." The 1,742 included 1,687 Diesel-electrics and 55 steam locomotives. Installations in the first 11 months of 1948 totaled 1,316 locomotives, including 1,232 Diesel-electrics, 80 steam, and 4 electrics.

Freight cars placed in service during this year's first 11 months by Class I roads and their affiliated refrigerator car lines totaled 81,312, of which 3,694 were installed in November. Retirements in the first 11 months totaled 73,712 cars, of which 5,890 were retired in November. In the first 11 months of last year, 93,839 cars were placed in service while 72,534 were retired.

The 14,340 cars on order December 1 by Class I roads and their car-line affiliates included 9,826 to be built in railroad shops and 4,514 on order from contract builders. The breakdown by types of cars was as follows: Box, 2,483; hoppers, 4,050, including 433 covered hoppers; gondolas, 3,092; flat, 2,696; refrigerator, 1,929; miscellaneous, 90.

The 969 locomotives on order December 1 included 950 Diesel-electrics, 15 steam, and 4 electrics. The 1,693 on order December 1, 1948, included 1,615 Diesel-electrics and 78 steam.



One of 500 60-ton box cars recently delivered to the Grand Trunk Western, subsidiary of the Canadian National, by the Chicago plant of the American Car & Foundry Co.

New Haven Allots $1,450,000 More for Deferred Maintenance

The board of directors of the New York, New Haven & Hartford has allocated $1,450,000 out of November and December earnings for deferred maintenance, of which $800,000 is to be used to purchase and install new rail and $650,000 for repair to Diesel-electric locomotives. Of the special reserves of $900,000 set aside from 1948 operations, the road said, approximately $400,000 is still unexpended and will continue to be held for repairs to commuter cars on the west end of the line.

FREIGHT CARS

The **Northern Pacific** will build 500 steel, 50-ton box cars and 50 cupola-type steel cabooses at its Brainerd, Minn., shops at an estimated cost of slightly over $3,000,000.

The **Missouri Pacific** will build 60 steel platform cupola-type cabooses at its De-Soto, Mo., shops at an approximate cost of $472,000.

SUPPLY TRADE

Organization of the **Alborg Supply & Equipment Co.**, a new firm of manufacturers' representatives specializing in industrial purchasing services for the railroad, oil production, refining and marine construction fields, has been announced by **Alvin A. Borgading.** Mr. Borgading, former vice-president in charge of purchases for the American Car & Foundry Co., will be president of the new company, with offices at 50 Church street, New York 7.

Anthony M. Ryerson has been appointed assistant general manager of sales for the **Inland Steel Company,** succeeding **Neele E. Stearns,** recently elected executive vice-president of the **Inland Steel Products Company** (a subsidiary of Inland Steel) in Milwaukee, Wis., as reported in the *Railway Age* of December 17.

The **Automatic Control Company,** St. Paul, Minn., has appointed **Lou Hoffman** and **Dean M. Thomas** as New Mexico and Western New York representatives, respectively. Mr. Hoffman and Mr. Thomas will handle engineering and sales of the company's liquid level controls.

William N. Hoelzel has been appointed assistant manager of railroad sales for the Gary Screw and Bolt division of the **Pittsburgh Screw & Bolt Corp.,** Chicago, effective January 1, 1950. Mr. Hoelzel has been associated with the corporation since 1928 in a sales capacity.

Motorola, Inc., has announced plans for construction of a new research laboratory and specialized production building in Phoenix, Ariz., to supplement space now occupied at 1100 N. Central avenue, in that city. The new building—a 40,000 sq. ft. one-story structure—will be constructed on a 15-acre plot at Ingleside avenue between Thomas and Osborne roads and will be ready for occupancy on March 1, 1950.

In the sales expansion program of the **Graver Water Conditioning Company,** since its establishment as a separate division of the **Graver Tank & Mfg. Co.,** the concern has appointed three of the parent company's engineering represen-

tatives as its sales agents: **J. R. Fortune & Son**, Detroit, Mich.; the **Stapp Engineering Company**, Denver, Colo., and the **Process Equipment Company**, Tulsa, Okla.

The **Dampney Company of America** has appointed the **St. Louis Railway Supply Company**, St. Louis 6, Mo., to handle sale of Dampney's expanded line of specialty coatings to a number of railroads running south and west from St. Louis.

Russell S. Colley has been named manager of sales of Rivnuts and of Rivnut tools employed in their application, it has been announced by the **B. F. Goodrich Company**.

Bernard J. Oos has been appointed advertising manager of the **Liquid Carbonic Corporation**. Mr. Oos has been assistant advertising manager for the past two years.

A. J. Poole, Sr., has been promoted to sales and service manager of Diesel engine products for the Scintilla magneto division of the **Bendix Aviation Corporation**. Mr. Poole, who has been associated with Scintilla since August, 1931, was born in London, England. He worked several years for the Daimler Motor Company before coming to this

A. J. Poole, Sr.

country in 1902. He joined the Bosch Magneto Company, where he was assistant chief engineer and, later, branch manager of the Eastern division. From 1917 to 1923 he was sales manager for the Simms Magneto Company. He rejoined Bosch as manager of manufacturers' sales in 1923, leaving that firm to join Bendix in 1931.

Charles M. Fiske, formerly credit manager of the **American Locomotive Company**, has been appointed an assistant treasurer of the firm.

John E. Payne has been appointed manager of the **Westinghouse Electric Corporation's** Central district, with complete supervision of the company's business in the Pittsburgh, Pa., Cleveland, Ohio, Cincinnati and Detroit, Mich., areas. Mr. Payne's headquarters will be in Pittsburgh.

The **Janette Manufacturing Company** has announced the appointment of **W. H. SaLee** as general sales manager, effective January 1. Mr. SaLee will succeed Harvey Klunder, who has resigned. **Ogden J. Maag** will continue as assistant sales manager. **Frank C. Hartman**, who recently joined the company, will assist Mr. Maag.

R. L. Van Alstyne has been appointed manager of scale factories for **Fairbanks, Morse & Co.**, Chicago, with headquarters at East Moline, Ill. His duties will include administration of the new scale development and research department, as well as supervision of both the St. Johnsbury (Vt.) and East Moline scale factories. For the past 29 years Mr. Van Alstyne has served in various production and executive capacities in the company's East Moline, Pomona (Cal.) and Beloit (Wis.) plants.

John W. Brittingham has been elected vice-president and a director of the **Griffin Wheel Company**, Chicago. Associated with the company since 1937, Mr. Brittingham will continue to serve as treasurer, a position he has held since 1947. Elected to the new post of controller is **Cedric P. Voll.**

A. F. O'Connor has been appointed sales manager, "Equipco" hand brake department, **Union Asbestos & Rubber Co.**, in charge of sales and engineering, with headquarters at 332 South Michigan avenue, Chicago.

OBITUARY

John F. Lane, secretary-treasurer of Pullman, Inc., since 1927, died at St. Luke's Hospital in Chicago on December 20. Mr. Lane had also served as secretary of the Pullman Company, former subsidiary of Pullman, Inc., from 1933 until its sale to the railroads in 1947.

ABANDONMENTS

Division 4 of the Interstate Commerce Commission has **authorized:**

Jamestown, Westfield & Northwestern. —To abandon its entire line, 31.5 mi., from Jamestown, N. Y., to Westfield, and to abandon operations under trackage rights over 1 mi. of Erie line in the city of Jamestown. All stations on the line are served by an all-weather state highway paralleling the railroad; motor buses were substituted to handle passenger traffic in 1947, and line operations have been carried on at "substantial losses" since 1944. The road has also petitioned the Public Service Commission of New York for authority to abandon the motor bus line.

CAR SERVICE

The I.C.C. has set back, from December 31 until February 28, 1950, the expiration date of Service Order No. 817, which authorizes the use of giant refrigerator cars at freight rates applicable to the same commodities loaded in standard reefers.

FINANCIAL

Baltimore & Ohio. — *Assumption of Obligation from B.&O. Southwestern.*—The I.C.C. has authorized the B.&O. to assume obligation as joint guarantor of certain outstanding refunding and improvement bonds of the St. Louis Terminal which the Southwestern, as one of the "proprietary companies" of the Terminal, had formerly guaranteed. These bonds, in two issues, consist of $7,860,000 series C, 4 per cent, due July 1, 2019, and $40,312,000, series D, 2⅞ per cent, due October 1, 1985. The I.C.C. already has approved a related plan of the B.&O. under which that road will acquire all franchises and properties of the Southwestern, including 2,058 shares of Terminal company stock. The B.&O. Southwestern is to be dissolved. (See *Railway Age* of December 3, page 68).

Gulf, Mobile & Ohio.—*Acquisition of Louisiana & Missouri River.*—The I.C.C. has authorized this road to acquire all properties of its lessor, the L.&M.R. These properties consist of a line from Louisiana, Mo., to Mexico, approximately 52 mi., a branch from Mexico to Fulton, approximately 24 mi., and an aggregate of approximately 22.7 mi. of passing, cross-over, turnout and way and yard switching tracks. Purpose of this acquisition, as stated by the G.M.&O. is to achieve corporate simplification, economies in administration, accounting and financing, and to simplify responsibility to public authorities. (See *Railway Age* of September 10, page 80). Under the plan, the G.M.&O. will surrender all stock for cancellation, the L.&M.R. will be dissolved, and the G.M.&O. will assume all debt, obligations, and liabilities of the road. The G.M.&O. already owns about 99.5 per cent of all L.&M.R. stocks, i.e., all but 110 shares of the road's common, 43 shares of preferred, and 44 shares of an issue of 7 per cent guaranteed-preferred. For these shares the G.M.&O. has agreed to pay, respectively, $10, $29.50, and $150 in principal amount of G.M.&O. first and refunding mortgage 4 per cent bonds, due 1975.

Lehigh Valley-Reading. — *Lease of Ironton.*—The Lehigh Valley and the Reading, whose joint lease of the Iron-

ton expires December 31, have applied to the I.C.C. for permission to renew the lease for another 10 years, beginning January 1, 1950. Rental to be paid the Ironton would be an amount sufficient to maintain the corporate structure of that road, plus annual depreciation costs as figured by the lessor. The rent figure would thus vary from year to year. This new lease agreement would be the same in detail as the present agreement which dates from 1925 with an amendment in 1936 to add depreciation costs to the rent.

Mahoning Coal. — *Extra Dividend.* — This company has declared an extra dividend of $12.50 a share on its common stock, payable December 30 to stockholders of record December 23.

New York Central-New York, New Haven & Hartford.—*Boston Terminal Reorganization.* — The Rockland-Atlas National Bank of Boston, Mass., trustee under the mortgage securing the Boston Terminal Company's first mortgage bonds, has filed with the I.C.C. an application for approval of its proposed Terminal-Company reorganization plan under which the N.Y.C. and New Haven would enter a new 25-year lease providing for their continued use of the company's South Station in Boston (see *Railway Age* of December 10, page 74). As set out in the application, the reorganization plan contemplates liquidation of the present Terminal Company and organization of a successor corporation.

The latter would issue $3,788,750 of 25-year first mortgage, 3½ per cent bonds, and would be authorized to issue capital stock in the amount of $3,031,000, consisting of 30,310 shares of $1,000 par value each. These securities, together with a cash payment, would be distributed to the present company's bondholders in settlement of claims totaling $15,155,000 in principal and $5,545,023 in unpaid interest. The settlement for each $1,000 bond and accrued interest thereon would be $444 in cash, $250 in the new-company bonds, $200 (par value) of the new-company stock, and five shares of New Haven common stock.

The latter provision would involve the distribution of 75,775 New Haven shares. Also, the New Haven and N.Y.C. would agree to purchase for $50 per share any of the new company's stock which the old-company bondholders might wish to sell within 90 days after the plan's effective date, which would be December 31. In addition, the two roads would supply most of the cash required to make the $444 payment on the old-company bonds, although the mortgage trustee is holding some cash which would be available for that purpose.

The 25-year lease agreement into which the New Haven and the N.Y.C. would enter with the new terminal company contemplates payment of $275,000 net rental annually, plus $3,000 to cover cost of corporate administration of the new company, and such other sums as may be necessary to meet expenses of maintenance and depreciation. Of the $275,000 annual rent, $228,000 would go to the trustee to be applied as interest and sinking fund payments on the new-company bonds.

Northern Pacific. — *New Director.* — Donald Royce, president of the William R. Staats Company, Los Angeles, Cal., has been elected a director of this road, succeeding Henry B. Spencer, Washington, D. C.

Pennsylvania.—*Control of Elmira & Williamsport.*—This road has applied to the I.C.C. for authority to acquire voting control of the E.&W., its lessor. The control would result from acquisition by the P.R.R. of $916,000 of E.&W. bonds, each $1,000 of which has 20 votes, in connection with a proposed refunding of the issue now before the commission in another application (see *Railway Age* of December 10, page 74). The P.R.R. already owns $47,000 of the bonds and approximately 9,000 shares of the E.&W.'s common and preferred stock. If permitted to exercise voting rights accruing through ownership of these bonds, the Pennsylvania would control approximately 72 per cent of all votes. This transaction does not propose a consolidation or merger, the P.R.R. said.

New Securities

Applications have been filed with the Interstate Commerce Commission by:

Baltimore & Ohio.—To assume liability for $11,865,000 of series BB equipment trust certificates to finance refunding of outstanding balances of conditional sales agreements under which the B.&O. purchased new equipment between 1944 and 1949. Under the present agreements, the B.&O. says, payments due the next three years will exceed "by a substantial amount" the depreciation which the road will be allowed to charge to operating expenses. However, if the refunding plan is approved, the road will reduce principal payments by $1,800,000 in 1950 and $1,450,000 in each of 1951 and 1952. This, in turn, "will make such additional sums available for road improvements that applicant desires to make," the B.&O. said. The proposed equipment trust certificates would represent unpaid balance on 140 Diesel-electric locomotives and 2,196 freight cars, costing a total of $20,385,617. To be dated January 1, 1950, the certificates would mature in 15 annual installments of $791,000 each, beginning January 1, 1951, and would be sold by competitive bids, with interest being fixed by such bids.

Chicago, Rock Island & Pacific.—To issue and sell $55,000,000 of new first mortage bonds, series A, and thus take the final step in its plan for refinancing all of its mortgage indebtedness. The proceeds of the issue would be used to redeem $25,760,000 of short-term notes and $33,644,140 of general mortage, 4½ per cent, convertible income bonds, series A, due January 1, 2019. The latter would be called for redemption April 1, 1950. The short-term notes were issued pursuant to a recent commission authorization as a preliminary step in the refinancing plan. Their proceeds will be used to redeem on January 1, 1950, the road's present first mortgage, 4 per cent bonds, series A, outstanding in the amount of $25,760,000. (See *Railway Age* of November 5, page 69). The new issue would be dated January 1, 1950, and mature January 1, 1980. The bonds would be sold on the basis of competitive bids with the interest rate to be set by such bids.

Division 4 of the I.C.C. has **authorized:**

Great Northern.—To assume liability for $10,350,000 of equipment trust certificates to finance in part 47 Diesel-electric locomotives and 29 passenger-train cars. Total cost of the equipment is estimated to be $12,937,500. (See *Railway Age* of December 3, page 68). The certificates will be dated December 1, 1949, and mature in 30 semiannual installments of $345,000 each, beginning June 1, 1950. The I.C.C. approved a selling price of 99.381, with 2 per cent interest rate, which will make the averaged annual cost approximately 2.09 per cent. The successful bid was made by Salomon Bros. & Hutzler and 3 associates. The certificates were reoffered to the public at prices yielding from 1.10 to 2.35 per cent, according to maturity

New York Central.—To assume liability for $9,600,000 of equipment trust certificates to finance in part 61 Diesel-electric locomotives and 46 passenger coaches costing an estimated total of $12,138,650. (See *Railway Age* of December 3, page 69). The certificates will be dated January 1, 1950, and mature in 15 annual installments of $640.000 each, beginning January 1, 1951. Selling price approved by the I.C.C. is 99.7853, with 2¾ per cent interest rate, which will make the average annual cost approximately 2.8 per cent. The successful bid was made by Salomon Bros. & Hutzler and 3 associates. The certificates were reoffered to the public at prices yielding from 1.35 to 2.875 per cent, according to maturity.

Dividends Declared

Canadian Pacific.—4% non-cumulative preferred (final, payable in pounds sterling), 2%, payable February 2, 1950, to holders of record December 31.

Chicago, Burlington & Quincy.—$2, payable December 29 to holders of record December 19.

Minneapolis & St. Louis.—25¢, payable December 29 to holders of record December 22.

Northern Pacific.—yearend, $1.50, payable February 1, 1950, to holders of record January 3.

Norwich & Worcester.—8% preferred, quarterly, $2, payable January 3, 1950, to holders of record December 15.

Paterson & Hudson River.—$1.25, payable January 13, 1950, to holders of record December 30.

Savannah & Atlanta.—5% preferred, quarterly, $1.25, payable January 3, 1950, to holders of record December 14.

Virginian.—quarterly, 62½¢, payable January 3, 1950, to holders of record December 23.

Average Prices Stocks & Bonds

	Dec. 20	Prev. week	Last year
Average price of 20 representative railway stocks..	39.69	40.01	43.17
Average price of 20 representative railway bonds..	89.00	88.20	87.75

RAILWAY OFFICERS

EXECUTIVE

Richard Parkhurst, whose election as president of the Mystic Terminal Company, Boston & Maine waterfront operating subsidiary, and as general manager of marine terminals of the Boston & Maine was noted in the *Railway Age* of December 17, was graduated from Phillips Andover Academy in 1911 and Dartmouth College in 1916, and attended Harvard Law School in 1916 and 1917. During World War I, he served as chief petty officer in the United States Naval Reserve. Mr. Parkhurst was a member of the Boston Port

Richard Parkhurst

Authority for 16 years, serving as chairman from 1940 to 1943, during which time he worked in close contact with railroads, steamship lines, federal and state officials, and the United States Maritime Commission and Interstate Commerce Commission. In 1942 and 1943, Mr. Parkhurst served as chairman of the Boston Waterfront Protective Committee, working with the United States Guard for Port Security, and received a citation for services rendered. From February, 1943, to February, 1946, on leave of absence from the Boston Port Authority, he worked with the Office of Co-ordinator of Inter-American Affairs. In February 1946, he was appointed by President Truman to the U. S. Maritime Commission, and served to the expiration of his term in April, 1948. He later served as a consultant to the Economic Cooperation Administration, working on a survey of New England ports.

J. Frank Doolan, vice-president in charge of operations-maintenance-engineering of the New York, New Haven & Hartford at New Haven, Conn., has been elected executive vice-president. **Charles Harry McGill,** manager of purchases and stores, has been elected vice-president in charge of purchases-sales-stores, with headquarters as before at New Haven. A photograph and biography of Mr. Doolan were published in the *Railway Age* of February 14, 1948, page 76, while those of Mr. McGill were published in the *Railway Age* of August 20, 1949, page 79.

Julius Johnson, treasurer, auditor and general manager of the Midland Continental, at Jamestown, N. D., has been appointed vice-president and general manager, with the same headquarters and jurisdiction over all departments. **E. E. Overton,** traffic manager at Minneapolis, Minn., has been appointed vice-president—traffic at that point.

W. T. Marable, assistant secretary of the Savannah Union Station and the Winston-Salem Southbound, with headquarters at Wilmington, N. C., has been appointed assistant to president of the Atlantic Coast Line at Wilmington.

C. E. Jefferson, general traffic manager of the Canadian Pacific system at Montreal, Que., has been appointed vice-president of traffic, with the same headquarters, succeeding **G. Allan MacNamara,** who has been elected president of the Minneapolis, St. Paul & Sault Ste. Marie at Minneapolis, Minn., effective January 1, 1950. Mr. Jefferson was born at Boston, Mass., on September 6, 1889, and entered railroad service on September 10, 1906, as an office boy with Canadian Pacific Despatch at Boston, serving successively as billing, tracing, and tariff and percentage clerk until November, 1911. He then worked until March, 1913, as tariff clerk for the Boston & Maine, Maine Central and New York, New Haven & Hartford at Boston, becoming percent-

C. E. Jefferson

age clerk for the C. P. at Montreal in March, 1913. Two years later he was promoted to assistant general freight agent and by June, 1921, was acting general freight agent at Montreal. In January, 1922, Mr. Jefferson became general freight agent, Western lines, at Winnipeg, Man., and from 1927 to 1930 was assistant freight traffic manager there, with jurisdiction from the head of the Lakes to the Pacific Coast. In the latter year he returned to Montreal as freight traffic manager of the C. P. system. In a reorganization at the beginning of 1948 Mr. Jefferson was named general traffic manager in charge not only of freight traffic, but of steamship, air and rail passenger traffic.

The headquarters of **R. S. Macfarlane,** executive vice-president of the Great Northern, at Seattle, Wash., will be moved to St. Paul, Minn., on January 1, 1950.

Ernest E. Seise has been appointed assistant to the president of the Erie at Cleveland, Ohio, in charge of its employde training program succeeding **Hugh A. McAllister,** who will retire on December 31, under the company's retirement rules and establish a private personnel training service. Mr. Seise was born at Bergenfield, N. J., and attended schools in Hasbrouck Heights, N. J., and Hackensack and entered the service of the Erie as a stenographer-

Ernest E. Seise

clerk in the employment bureau at New York in 1916. He advanced through various positions in the safety bureau and operating department until 1931, when he became office manager and transportation assistant to the vice-president in charge of operations. In 1939 Mr. Seise was appointed chief clerk to the superintendent of transportation, and became his assistant in 1941. He was promoted in 1944 to chief clerk to the president and assistant to the training director.

Fred H. Shaffer, vice-president in charge of operations of the St. Louis-San Francisco at St. Louis, Mo., will retire on December 31, after more than 50 years of railroad service. Appointed to succeed Mr. Shaffer, effective January 1, 1950, is **S. J. Frazier,** general manager at Springfield, Mo. Mr. Shaffer was born on September 30, 1882, at Mattoon, Ill. He entered railroad service in 1898 as a telegraph operator with the Cleveland, Cincinnati, Chicago & St. Louis (now part of the New York Cen-

tral), and was advanced later to dispatcher and chief dispatcher. He joined the Atchison, Topeka & Santa Fe in 1906, and from that year until 1911 served successively as train dispatcher, chief dispatcher and trainmaster at La Junta, Colo. Following some eight years of service with the Fort Worth & Denver City, at Wichita Falls, Tex., Mr.

Fred H. Shaffer

Shaffer went to St. Louis, where he became transportation clerk in the office of the vice-president of the Frisco. In 1920 he was appointed superintendent of the road's Eastern division, advancing to assistant general manager in 1925. In the following year he was further promoted to general manager at Springfield, becoming vice-president in charge of operations, at St. Louis, in May, 1948.

Mr. Frazier was born on May 5, 1886, at Van Buren, Mo., and began railroading in 1900 as a section laborer with the Kansas City, Fort Scott & Memphis

S. J. Frazier

(now part of the Frisco). He later served successively as telegraph operator, car clerk, car distributor, dispatcher and chief dispatcher. Mr. Frazier was appointed assistant superintendent at Chaffee, Ark., in 1914, and transferred to Fort Smith, Ark., in 1923. He was advanced in 1926 to division superintendent at Enid, Okla., and served in a similar post at Memphis, Tenn., from 1928 to 1937. His next position was that of assistant superintendent of transportation at Springfield, which he held until August, 1938, when he became assistant to general manager. In December, 1942, he was promoted to assistant general manager in charge of the Frisco's Eastern district, and was advanced to general manager of the entire system in May, 1948.

FINANCIAL, LEGAL & ACCOUNTING

A. B. Huttig, whose election as treasurer of the Illinois Central at Chicago, effective January 1, was reported in the *Railway Age* of November 26, is a native of New York City and a graduate of Heffly Institute, Brooklyn, N. Y. Mr. Huttig also attended Northwestern University evening school for five years. Beginning his career with the I. C. in the

A. B. Huttig

road's New York financial office in September, 1918, as a stenographer and clerk, he subsequently served in various clerical positions until 1927. He was then made stock and bond transfer clerk, being appointed assistant secretary at Chicago in 1928 and also assistant treasurer there in 1938. In addition to his new post as treasurer, Mr. Huttig will continue as assistant secretary.

John E. Morrissey, general attorney of the Delaware, Lackawanna & Western at New York, will retire on December 31.

O. D. Moore, assistant manager of the insurance department of the Pennsylvania, has been appointed manager of that department, with headquarters at Philadelphia, Pa., succeeding **Edwin B. DeVilbiss,** who will retire on December 31, after more than 41 years of service. **F. H. Keller,** chief clerk to the vice-president in charge of purchases, stores and insurance, will succeed Mr. Moore as assistant manager of insurance. Mr. Moore entered the service of the P.R.R. as a clerk in the insurance department 38 years ago and has been assistant manager of that department since 1943. He is a native of Philadelphia and attended the University of Pennsylvania.

Mr. DeVilbiss was born at Fort Wayne, Ind., and was graduated from Purdue University with the degree of mechanical engineer. He entered railroad service in 1908 as a special apprentice at Fort Wayne and rose through the motive power department to become assistant engineer, master mechanic and superintendent of motive power. In 1929 he was appointed assistant stores manager at Philadelphia and in 1934 became manager of the insurance department.

The jurisdiction of **F. E. Hewitt,** chief claim agent of the New York, Chicago & St. Louis (Nickel Plate) at Cleveland, Ohio, has been extended to include the Wheeling & Lake Erie district. The position of real estate, claim and tax agent of the W.&L.E. at Canton, Ohio, has been abolished, and **J. L. Fenton,** who held that position, has been appointed assistant chief claim agent of the Nickel Plate at Cleveland.

Guy A. Gladson, heretofore general solicitor of the Chicago Great Western at Chicago, was appointed general counsel at a meeting of the board of directors on December 1.

R. C. Smith, assistant general auditor of the Chicago, Burlington & Quincy at Chicago, has been promoted to general auditor at that point, succeeding **Arthur W. Lavidge,** advanced to comptroller and head of the accounting department at Chicago, as reported in the *Railway Age* of December 10. **W. N. Ernzen,** car accountant at Chicago, has been appointed assistant to general auditor, and has been succeeded by **J. V. Wolfe,** assistant to treasurer at that point.

OPERATING

S. R. Lamb, whose retirement as superintendent, Lethbridge division, Canadian Pacific, at Lethbridge, Alta., was reported in the *Railway Age* of December 3 was born on May 26, 1884, in Edinburgh, Scotland, and attended school in his native city. He began his career with the C. P. in April, 1905, as a rodman, later serving as resident engineer on construction, Western Lines, in the field and at the Winnipeg (Man.) office. He entered military service in 1914, and in 1919 returned to the C. P. as resident engineer on construction. From 1920 to 1926, he served as engineer in charge of the Edmonton, Dunvegan & British Columbia and Central Canada (now jointly owned by the C. P. and the Canadian National) at Edmonton, Alta. Subsequently, he was transferred to Winnipeg as engineer on the C. P., becoming bridge and building master at Saskatoon, Sask., in 1927. The

same year he was promoted to assistant superintendent at Minnedosa, Man., and later held similar positions successively at Wynyard, Sask., Kenora, Ont., Weyburn, Sask., and Edmonton. In October, 1941, Mr. Lamb was advanced to superintendent of the Lethbridge division.

Francis Joseph Malone, whose promotion to superintendent, Medicine Hat division, of the Canadian Pacific, at Medicine Hat, Alta., was reported in the *Railway Age* of December 3, was born on April 26, 1887. He attended high school at Arthur, Ont., and started his career with the C. P. in April, 1907, as a trainman at Brandon, Man. From

Francis Joseph Malone

1910 to 1942, Mr. Malone served as a conductor. In January, 1943, he was advanced to assistant superintendent at Moose Jaw, Sask., and in December of the following year was transferred in that position to Cranbrook, B. C. Mr. Malone became assistant superintendent at Field, B. C., in August, 1948, which post he held before his recent promotion.

Ronald M. Parker, assistant superintendent of time service of the Canadian National, has been appointed superintendent of time service, with headquarters at Montreal, Que.

F. E. Wootton, whose retirement as superintendent, Medicine Hat division, of the Canadian Pacific at Medicine Hat, Alta., was reported in the *Railway Age* of December 3, was born on January 19, 1885, at Niagara-on-the-Lake, Ont. Mr. Wootton attended Wesley College, Winnipeg, Man., and Manitoba University, receiving his B. S. degree in civil engineering from Saskatchewan University in 1921. He entered railroad service in December, 1902, in the C. P. construction department, and was subsequently employed in the bridge and building department and in train service. He served as a conductor from 1908 to 1920, and later held the positions of relieving trainmaster and assistant superintendent. In 1935 he was appointed assistant superintendent at Weyburn, Sask., being transferred to Kenora, Ont., in 1937. Mr. Wootton remained in the latter post until his promotion to superintendent at Medicine Hat in November, 1945.

The Lehigh Valley has announced major changes in its operating department, to increase efficiency and reduce expenses. Under the new program, the present Wyoming division will be merged into the New York and Buffalo divisions. The New York division will take in the entire eastern end of the road, including Coxton yard just west of Wilkes-Barre, Pa., and branch lines serving anthracite coal fields and centering generally around Hazelton, Pa., Delano and Mt. Carmel. The road west of Coxton yard, including lines serving Auburn, N. Y., and Cortland, will be under the jurisdiction of the Buffalo superintendent. **James J. Swift,** superintendent of the New York division, has been appointed assistant general manager at New York. **Loyall P. Zeigler,** superintendent of the Buffalo division, has been transferred to the New York division, with headquarters at Jersey City, N. J. **George M. Leilich,** superintendent of the Wyoming division, has been transferred to the Buffalo division, with headquarters at Buffalo, N. Y. **Cyril M. Johnke** has been appointed trainmaster at Wilkes-Barre.

George Meldrum, whose promotion to superintendent, Lethbridge division, of the Canadian Pacific, at Lethbridge, Alta., was reported in the *Railway Age* of December 3, was born on April 24, 1903, at Armstrong, B. C. Mr. Meldrum entered railroad service in May, 1918, as an office boy in the general offices of the Kettle Valley (now C.P.) at Penticton, B. C. The following November he was transferred to the mechanical de-

George Meldrum

partment as engine wiper and watchman, becoming locomotive fireman in 1919. He became a locomotive engineer in 1926, and in January, 1942, was made acting assistant superintendent on the Lethbridge division. In March of the same year he was transferred to the Medicine Hat division, at Bassano, Alta., going to the Calgary division as assistant superintendent, at Calgary, Alta., in October, 1944. Mr. Meldrum was serving in the latter capacity at the time of his promotion.

A. F. Fryers has been appointed assistant superintendent, Portage division, of the Canadian Pacific, succeeding **J. L. Hall,** transferred.

A. E. Hartley, assistant superintendent of the Canadian Pacific at Edmonton, Alta., has been promoted to superintendent, Saskatoon division, with headquarters at Saskatoon, Sask.

Robert J. Stone, assistant general manager, Eastern district, of the St. Louis-San Francisco, will become general manager, with headquarters as before at Springfield, Mo., on January 1, 1950. He will succeed **S. J. Frazier,** promoted to vice-president in charge of operations, effective January 1. Appointed to succeed Mr. Stone is **Howard W. Hale,** general superintendent of transportation at Springfield, who will be replaced in turn by **E. P. Olson,** superintendent of the Eastern division at Springfield, who will be replaced in turn by **E. P. Olson,** superintendent of

Robert J. Stone

the Eastern division at Springfield. **E. O. Daughtrey,** superintendent of the Central division, with headquarters at Fort Smith, Ark., will succeed Mr. Olson. Mr. Daughtrey will be replaced by **Paul Joseph Schmitz,** assistant superintendent of the Eastern division, with headquarters at Thayer, Mo.

Mr. Stone was born on January 16, 1907, at Louisville, Ky., and received his higher education at Purdue University. He entered the service of the Southern in 1928 as a rodman and junior engineer at St. Louis, Mo., and in 1934 became a student apprentice on the road's Birmingham (Ala.) division. He subsequently held positions successively as assistant to division engineer at Somerset, Ky., track supervisor at Dayton, Tenn., and Oakdale, assistant trainmaster at Somerset, and trainmaster at Selma, Ala., Valdosta, Ga., Hattiesburg, Miss., and Birmingham. In February, 1946, Mr. Stone was promoted to assistant superintendent at Sheffield, Ala., and the following month

News Department continued on next left-hand page

from **25 YEARS**

of **DIESEL EXPERIENCE . . .**

Tomorrow's locomotive today. The prime mover of this locomotive is new but the experience behind it goes back 25 years. The first Hamilton diesel engine was built in 1924, a 4000-hp marine engine.

Many diesel engines of various sizes subsequently followed and, over this period, have upheld and continue to uphold the tradition and soundness of the basic engineering principles incorporated in Hamilton diesel-engine design.

With this experience and proof, based on actual performance, the forward engineering principles incorporated in our diesel engines, specifically designed for locomotive service, assure you Tomorrow's Locomotive Today.

LIMA HAMILTON CORPORATION

LIMA LOCOMOTIVE WORKS

A division of Lima-Hamilton Corporation

LIMA, OHIO

was appointed superintendent at Selma. He joined the Frisco in February, 1947, serving successively as superintendent at Fort Scott, Kan., and Springfield. He was appointed assistant general manager, Western district, in January, 1948, being placed in charge of the Eastern district in May of that year.

Born at DeKalb, Tex., on March 21, 1890, Mr. Hale entered the service of the Frisco in 1908, and served until 1920 as telegrapher, ticket clerk, car distributor, dispatcher, night chief dispatcher, and chief dispatcher. Subsequently, he was appointed assistant superintendent, and served in that capa-

Howard W. Hale

city on the River and Southwestern divisions until his appointment as special representative of the general manager in 1937. Two years later Mr. Hale was advanced to superintendent of the Northern division, at Fort Scott, Kan., and in December, 1943, was transferred to the Southwestern division, at Tulsa, Okla. In July, 1946, he was transferred again to the Eastern division, at Springfield, being named superintendent of transportation at the latter point in August, 1947. In January, 1948, Mr. Hale became general superintendent of transportation at Springfield.

TRAFFIC

Edwin W. Mosher, district passenger agent of the Pennsylvania at Portland, Ore., will retire on January 1, 1950. He will be succeeded by **Howard C. Northern,** district passenger agent at St. Paul, Minn. **Earl M. Presley,** division passenger agent at Detroit, Mich., will also retire on January 1, after more than 51 years of service with the P.R.R.

W. G. S. Savage, Jr., assistant general passenger agent in the office of the passenger traffic manager of the Pennsylvania at Philadelphia, Pa., has been transferred to the Central region at Pittsburgh, Pa., succeeding **W. A. Phillips,** who will retire on December 31, after 50 years of service, 17 of them as assistant general passenger agent at Pittsburgh. **W. L. Wright, Jr.,** New England passenger agent at Boston, Mass., has been promoted to division passenger agent at Cleveland, Ohio, to succeed **J. H. S. Winne,** who has been transferred to Detroit, Mich. **Gilbert C. Olson,** passenger representative at Seattle, Wash., has been promoted to district passenger agent there, succeeding **Edward J. Finnegan,** who has been promoted to New England passenger agent at Boston, Mass., to succeed Mr. Wright.

F. B. Kirkwood, manager of land settlement of the Canadian National at St. Paul, Minn., has been appointed superintendent of settlement of the system, with headquarters at Montreal, Que. **C. D. James,** chief clerk, has been appointed assistant to the director of colonization and agriculture at Montreal.

Hugh N. Davis, whose appointment as assistant general passenger traffic manager of the Atchison, Topeka & Santa Fe at Chicago was reported in the *Railway Age* of December 3, was born on February 27, 1898, at Newkirk, Okla. Mr. Davis began his career with the Santa Fe in 1918 as a freight cashier and ticket clerk in his home town. He later became ticket clerk at Guthrie,

Hugh N. Davis

Okla., and in 1927 was appointed chief clerk at Oklahoma City, Okla. He was appointed traveling passenger agent in 1934, being advanced to division passenger agent at Oklahoma City in 1937. Mr. Davis went to Topeka, Kan., in February, 1947, as assistant general passenger agent, and subsequently became passenger traffic manager at that point, which position he held at the time of his recent appointment.

Victor E. Konz, commercial agent of the New York, Ontario & Western at New York, has been appointed general agent at Buffalo, N. Y., succeeding **R. C. Oldham,** who retired on December 16.

H. A. Eberhart, freight traffic manager of the Wheeling & Lake Erie at Cleveland, Ohio, has been appointed freight traffic manager (rates) of the New York, Chicago & St. Louis (Nickel Plate), with the same headquarters. **P. M. Polivka,** chief of the tariff bureau of the W.&L.E., has been appointed to a similar position on the Nickel Plate, also with headquarters as before at Cleveland. **N. E. Goldenbogen,** general coal freight agent of the W.&L.E., has been appointed coal traffic manager of the Nickel Plate at Cleveland.

David F. Wollschlager, representative, freight department, of the New York, Ontario & Western, has been promoted to general agent at New Haven, Conn., succeeding **D. R. Gann,** who resigned on December 16.

Arthur E. Bowers has been appointed mail traffic manager of the Seaboard Air Line at Norfolk, Va.

L. B. Freeman, general agent of the Grand Trunk Western (Canadian National) at Birmingham, Ala., has been transferred in that position to Philadelphia, Pa. Appointed to succeed Mr. Freeman is **W. J. Gohr.**

Louis F. Heineck, division freight agent of the Delaware, Lackawanna & Western at Scranton, Pa., will be promoted to assistant general coal freight agent at New York, effective January 1, 1950. **W. P. Campion,** traveling freight agent at Boston, Mass., will be promoted to general agent at Albany, N. Y., to succeed **E. C. Ennis,** who succeeds Mr. Heineck as division freight agent at Scranton.

MECHANICAL

J. H. Heron, assistant to the general superintendent of motive power of the Great Northern at St. Paul, Minn., has been promoted to superintendent of motive power at that point, succeeding **J. L. Robson,** promoted to general superintendent of motive power at St. Paul, as reported in the *Railway Age* of December 17. Succeeding Mr. Heron is **R. A. Smith,** master mechanic, Spokane division, at Spokane, Wash. **W. F. Hallinan,** traveling engineer at Hillyard, Wash., has replaced Mr. Smith.

C. A. Taylor, chief car inspector for the Chicago, Rock Island & Pacific at Chicago, has been promoted to assistant to the superintendent of the car department at that point. **C. A. Carlson,** general foreman in the Rock Island's Cedar Rapids (Iowa) shops, has been appointed master mechanic on the Oklahoma division, with headquarters at El Reno, Okla., succeeding **J. H. Kasmeier,** who in turn has replaced Mr. Carlson. **P. J. Biggan,** formerly road foreman for the Missouri Pacific, has been named master mechanic of the Rock Island's Western division, with headquarters at Goodland, Kan., succeeding **W. F. Kline,** appointed road foreman at that point.

A. C. Browning, secretary, Mechanical Division, Association of American Railroads, with headquarters at Chicago, will retire on December 31.

News Department continued on next left-hand page

THE
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ENGINEERING & SIGNALING

M. Hirschthal, concrete engineer of the Delaware, Lackawanna & Western, with headquarters at Hoboken, N. J., retired recently, after more than 42 years of service with that road.

The jurisdiction of the following officers of the New York, Chicago & St. Louis (Nickel Plate) has been extended to include the Wheeling & Lake Erie district: **C. R. Wright,** assistant chief engineer at Cleveland, Ohio; **R. E. Oberdorf,** assistant to chief engineer at Cleveland; **W. E. Cornell,** engineer of track at Cleveland, and **W. M. S. Dunn,** general roadmaster at Bellevue, Ohio.

R. J. Middleton, chief engineer of the Chicago, Milwaukee, St. Paul & Pacific, with headquarters at Chicago, at his own request, will be relieved of the responsibilities of his position and appointed consulting engineer, effective January 1, 1950. Succeeding Mr. Middleton is **C. T. Jackson,** assistant chief engineer—system, at Chicago, who will be replaced in turn by **W. G. Powrie,** engineer maintenance of way at that point. Mr. Powrie's present position will be abolished. **V. E. Glosup,** division engineer, at Miles City, Mont., will become principal assistant engineer of the Western lines, with headquarters at Seattle, Wash., on January 1. Succeeding Mr. Glosup is **W. E. Fuhr,** division engineer at Ottumwa, Iowa, who will be replaced in turn by **W. C. Whitham,** assistant division engineer at Savanna, Ill.

William Landess, whose appointment as chief engineer of the Chicago Union Station Company, at Chicago, was reported in the *Railway Age* of December 3, was born in Chicago on July 17, 1894. He attended Crane Technical High School, Chicago, and night school at Lewis Institute of Technology, where he studied electrical engineering and steam power plant operation. Mr. Landess began his railroad career in February, 1913, as a construction electrician with the Chicago, Burlington & Quincy. From 1914 to 1917 he was engaged in general electrical construction work, subsequently returning to the Burlington to serve successively as construction electrician, electrical foreman, electrical estimator and inspector, until October, 1922, at which time he joined the Chicago Union Station as chief electrician. In 1927 he was appointed assistant mechanical superintendent, serving also on special assignments. He was advanced in July, 1945, to mechanical and construction superintendent, the position he held before his new appointment.

E. P. Stephenson, assistant signal engineer of the Central region of the Canadian National, has been appointed signal engineer of that region, with headquarters as before at Toronto, Ont., succeeding **Charles H. Tillett,** who has retired on pension. Mr. Tillett was born at Peru, Ind., on December 8, 1884, and was graduated from Purdue University (B.S. in E.E. 1907). He entered railroad service in the summer of 1907 on a signal construction gang on the Pennsylvania at Fort Wayne, Ind.; left it temporarily and returned in the spring of 1908, when he was employed on a signal construction gang on the Great Northern at Seattle, Wash. During the Fall of 1908 Mr. Tillett was appointed signal maintainer on the Cascade division of the G.N., and became signal inspector of the Chicago & Eastern Illinois at Chicago in January, 1910. In July, 1913, he joined the Grand Trunk (C.N.R.) at Montreal, Que., in a similar capacity, becoming supervisor of signals, at Montreal, a few months later and electrical engineer in 1917. From 1918 to 1923 he served as signal engineer at Montreal and in the latter year was transferred to the Central region at Toronto, where he remained until his retirement.

E. P. Stephenson

Eric Paul Stephenson was born at Hazel Hill, N. S., and was graduated from Dalhousie University and Nova Scotia Technical College, Halifax, N. S., with the degree of B.S. in E.E. in 1939. Mr. Stephenson served five years with the Canadian Army in World War II; for more than two years he was officer in charge of the electrical engineering section, tele-communication group, R. C. E.M.E., at Ottawa, Ont., and later served overseas with the latter corps. Following demobilization, Mr. Stephenson returned to the engineering department of the Canadian General Electric Company, Peterborough, Ont., becoming identified with the C.N. in 1947 as assistant signal engineer of the Central region at Toronto.

PURCHASES and STORES

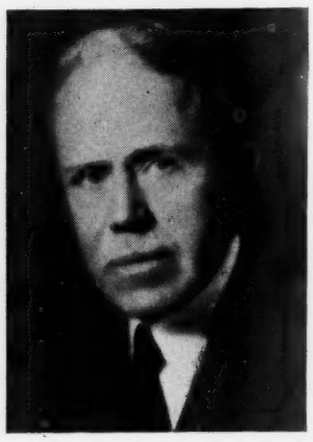
The jurisdiction of the following officers of the New York, Chicago & St. Louis (Nickel Plate) has been extended to include the W.&L.E. district: **J. R. Clary,** general purchasing agent; **W. R. Bowers,** purchasing agent; **W. C. Glosh,** assistant purchasing agent, and **G. N. Hoefler,** tie and timber agent, all with headquarters at Cleveland, Ohio. **J. J. Clark,** purchasing agent of the Wheeling & Lake Erie, has been appointed assistant purchasing agent of the Nickel Plate at Cleveland.

OBITUARY

George A. Goerner, general storekeeper of the Chicago, Burlington & Quincy, with headquarters at Chicago, died on December 19, at his home in Aurora, Ill., at the age of 59.

James J. Grogan, vice-president in charge of traffic of the Atchison, Topeka & Santa Fe, with headquarters at Chicago, died in that city on December 20, at the age of 64. Mr. Grogan had been ill for several weeks.

Barret Conway, recently retired vice-president and secretary of the Chicago & North Western and the Chicago, St. Paul, Minneapolis & Omaha, who died on December 7, as reported in the *Railway Age* of December 10, was born at St. Louis, Mo., on November 14, 1878, and attended Westminster College. He began his railroad career in 1900 with the Chicago & Alton (now part of the Gulf, Mobile & Ohio), and six months later joined the North Western as a clerk in the general manager's office. In 1902 he became secretary to the president of the C.&N.W. and the C.St. P.M.&O., which position he held for 13 years, in the meantime being elected assistant secretary of the North Western. He was elected assistant secretary of the Omaha in 1930, and three years later was elected vice-president and secretary of the North Western as well as secretary of the Omaha. His duties were further increased with his election as vice-president and secretary of the Omaha in 1940. Active in many official capacities while serving with the North Western, Mr. Conway was a director of the North Western from 1933 to 1944, and in 1948 and 1949, and a board member of the Omaha since 1944. He was chairman of the North Western's pension board and a director and officer of a number of affiliated companies. He was also a director of the Indiana Harbor Belt.



Barret Conway